

SkateBoarder®

A SURFER PUBLICATION

VOL. 5, NO. 4 NOVEMBER 1978 \$1.50

GETTING DOWN ON THE PIGS

A revolution in skateboards



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The rollerskate resurgence

QUIVERS — PART I

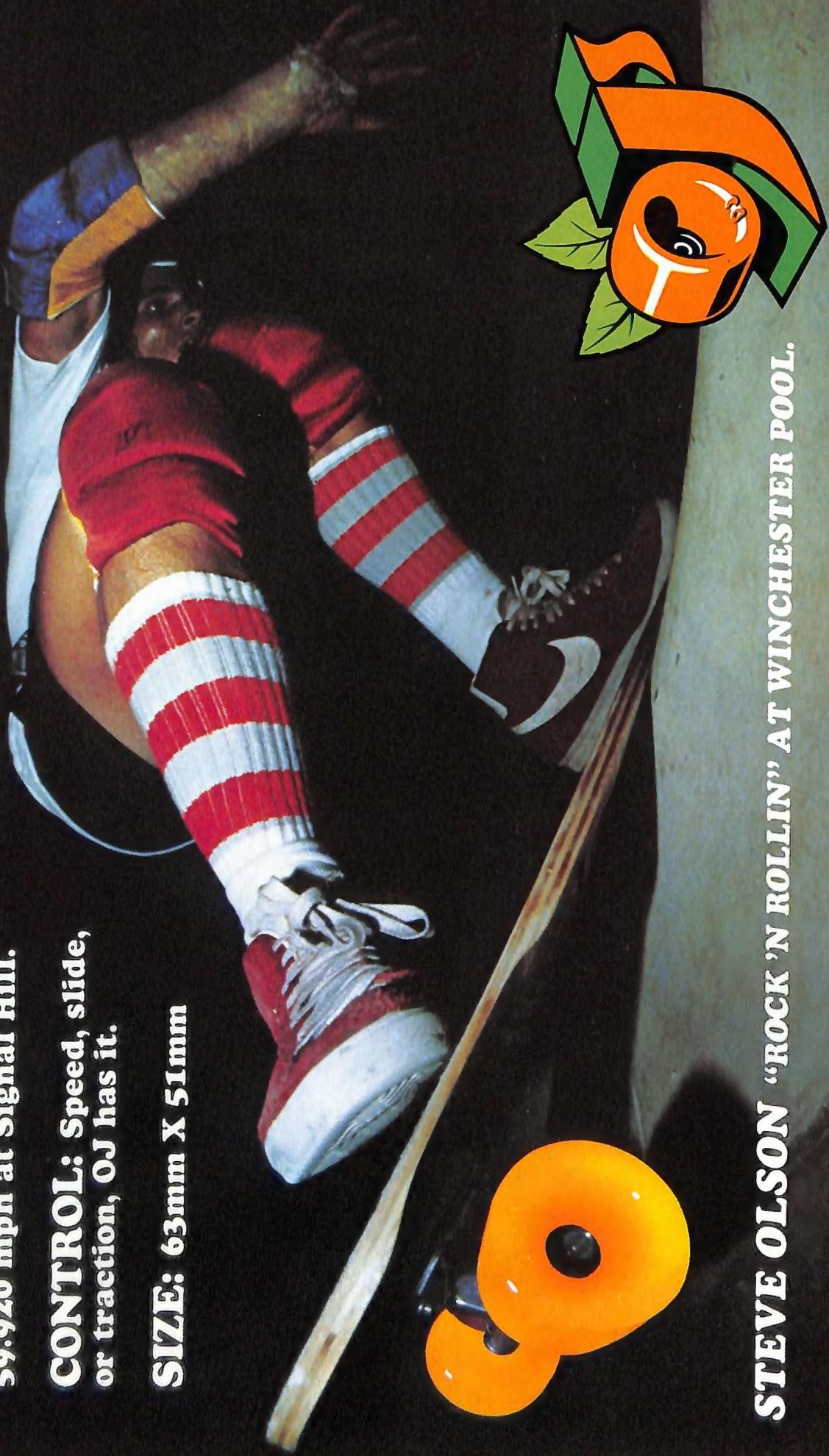


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SPEED: World's fastest
59.920 mph at Signal Hill.

CONTROL: Speed, slide,
or traction, OJ has it.

SIZE: 63mm X 51mm



STEVE OLSON "ROCK 'N ROLLIN" AT WINCHESTER POOL.

THE ORIGINAL AND STILL THE BEST

SKATE SANTA CRUZ

SANTA CRUZ SKATEBOARDS



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Designed and used by John Hutson. This board has won more pro championships than any board made.

Henry Hester

H-Bomb: Designed and used by Henry Hester to win the 1978 World Giant Slalom Championships.



<9.5"

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Check with your local G&S Dealer about your Proline or Protail Series board.

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Proline

SkateBoarder®

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COVER: - When a hot skater meets a like environment, the result is sometimes devastating. Mike Folmer was one of a handful of extraordinary Florida skaters touring Southern California's best parks this summer, provoking more than his share of "Awrights!" Part of the reason was his much acclaimed no-hands aerial, or "alley pop," here cut loose along the half-pipe at Lakewood's Skateboard World. Photo: Cassimus

CONTENTS: Mark Smith, on excursion in the concrete jungles of L.A., came upon this choice abandoned pool and proceeded to share the time and space with his local Black brothers. Although the latter were reported Alva fanatics, they nonetheless got off on Marc's varied, Val-nurtured repertoire.



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The Best

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**Freeformer World's Professional
Speed Championships**

**July 1st & 2nd, 1978,
Derby Downs, Akron, Ohio**

GIANT SLALOM

- | | |
|-------------------|----------------------|
| 1st Henry Hester | on PARK RIDER WHEELS |
| 2nd John Hutson | on PARK RIDER WHEELS |
| 3rd Bob Skoldberg | on PARK RIDER WHEELS |

STANDING SPEED RUN

- | | |
|-------------------|----------------------|
| 1st John Hutson | on PARK RIDER WHEELS |
| 2nd Bob Skoldberg | on PARK RIDER WHEELS |
| 3rd John Krisik | on PARK RIDER WHEELS |

SIGNAL HILL

June 11, 1978, Signal Hill, California

- | | |
|-------------------|----------------------|
| 1st John Hutson | on PARK RIDER WHEELS |
| 2nd Mike Goldman | on PARK RIDER WHEELS |
| 3rd Bob Skoldberg | on PARK RIDER WHEELS |

THE PEPSI COMPETITION

**May 13 & 14th, 1978 The Runway,
Carson, California**

- | | |
|--------------------|----------------------|
| 1st Charlie Ranson | on PARK RIDER WHEELS |
| 2nd Steve Evans | on PARK RIDER WHEELS |
| 3rd Harvey Hawks | on PARK RIDER WHEELS |
| 4th Steve Olson | on PARK RIDER WHEELS |

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SkateBoarder

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Contact Hobie Skateboards U.S.A. for information on the distributor in your area. (Switzerland: Rollerboards Inc. Phone: 011-41-55-48-4482. Sweden: Eurocana A.B. Phone: 08-232070).

Photo by Glen Miyoda, Lakewood Skatepark.

HOBIE PROTECTIVE GEAR

HOBIE WHEELS

HOBIE DECKS

WHO'S HOT! RICHIE CARRASCO

When it comes to spinning 360's, Richie is hotter than a Chili Pepper, consistently hitting over 60! Besides being the world's best at spinning, he is an excellent freestyle skater and a radical bank rider. Richie began skating three years ago with the help of his older brothers David and Rene, both hot riders on the Sky Hooks and Pepsi Teams.

Richie is a dedicated athlete and knows that discipline, practice, and good equipment are essential to being competitive in any sport. With the help of good friend Glen Miyoda, Richie and Coach Dale "Sausage Man" Smith have developed spinning techniques and custom equipment that are definitely "the state of the art." The specially formulated wheels are called SPINNERS, and that's exactly what they do... SPIN!!!

You may be the neighborhood 360 champ now, but if you're riding archaic wheels you will soon get totally SPUN OUT (and then totally OUT SPUN)! Whether your magic number is 10, 20, 30, or even 40 (!!!), you can add another 10 rotations with Hobie Custom SPINNERS and dedicated practice. Don't get blown away, get some SPINNERS and set the pace!!!

SPINNERS are available in the top Pro Shops. If no one in your area carries SPINNERS and you can't wait to start cranking 360's, order a set (two) directly from Hobie. Send a money order for \$20.00 to Hobie Skateboards, Dept 3601, P.O. Box 812, Dana Point, Ca. 92629.

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109mm

131mm



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Reading Time: 70 sec.

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CONCEPT:

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Design foredeck to accomodate a lighter, mid-width truck. Maximize rear foot control area at edges and reduce front swing weight.



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4. THE DESIGN-We've made several changes to the C-Series wheels that improve performance. The 60 and 65 millimeter wheel are now two inches wide like the 70. The 70 is now a flat back design and all three have radiused back edges except the red formula. The front edge is also thicker to reduce flex and increase acceleration out of turns.

5. THE PACKAGE-We decided that a wheel system as advanced as the C-Series needed a special container for display and storage. So every set of wheels now comes in a reusable can with bold color graphics.



Remember, the KRYPTONICS C-Series wheel system offers features no other wheel has and performance no other wheel can match.

Keep safety in mind — loosen up before skating.

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RICHARDS

SKATE POST

ED, FRED, ETC.

Dear Ed.,

I was recently looking at some very old skateboard mags. One of them (it wasn't SKATEBOARDER), had a guy in there and his name was Ed, too. I was wondering if your mag used to be named something else. I'm confused!

— Daren Cave, Mount Airy, NC

"You sure are confused! No, SKATEBOARDER has always been SKATEBOARDER, and the 'Ed' you referred to is an abbreviation for 'Editor.' By the way, see if you can figure out what S.M. stands for." — S.M.

TILE FEVER

Well, I knew it was going to happen sometime, and it happened. I contracted the very dangerous disease, Terminal Tile Fever. I first noticed the effects when I was riding my first pool. I pushed myself hard as I could just to run my fingers across that blue tile. That was two weeks ago, and I haven't been to a park since. The Fever is building up inside me and there is no cure . . . but I can get relief in a good bowl or pool. If I can get radical, I feel better.

— Craig Condon, Warsaw, IN

JAIL CRAZED

Dear skaters out there in the free world, I really envy you, riding the pipes and catching air while I'm in the clinker. I got into trouble with the law without thinking about the consequences. This letter is just to warn some of you who might be heading my way. Get rad on the board, not in the law's eyes. I've spent all summer watching gray bars

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Be watching for the new WHEELS from Logan Earth Ski coming soon!



Eric Chang



Oasis Skatepark



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when I could have been ripping. I miss skating so much, I just can't tell. So hang cool and keep your wheels rolling! Hit the cope for me.

—A jail-crazed skater, M. Davidson

INTERGALACTIC MEMOS

I'm writing to all the skaters on Earth. You think you got it rough with no places to skate? You ought to think about us Moon folks. It's hard to find a place to skate on the Moon, unless it's in a crater. And then there's always the problem of moondust getting in your bearings and eyes. But the main problem is, it's hard to get a breath in the thin air. All my Moon buddies read SKATEBOARDER and we hope you have a suggestion for us.

—Kenny McLeod, Crater Drive, Moon

"Rumor has it that the dark side of the Moon is where all the rad skate terrain is. Check it out and let us know." —S.M.

DREAM ON DEPT.

I had three dreams about skateboard equipment that was never made. The first dream about chest, shoulder and back protection. It was like stormtrooper armor except it was made of plastic. It had padding in it and a few small holes for ventilation. My second dream was about clear purple Grape Juice wheels. Finally, my third dream was a board with a brand name of Classic. It was 7-ply, graphite-loaded, wheel-welled, dado-jointed kicktail!

—Truly, Nathan Mitre, Tucson, AZ

I would like to know how to go about getting a patent. I would need a name, address or anything else you could think of. Thanks.

—M.J.D. Fogtown/Monterey, CA

"The first thing you'll need is a patent attorney. (Check in the Yellow Pages under 'patent lawyer.') You can also write for information to: Honorable Commissioner of Patents and Trademarks, Washington, DC, 20231." —S.M.

You boyz have blown it! Skating was great four, or possibly three, years ago; but you, who boisterously blurt of stardom in the non-commerce skate warz, have been had. Fifteen years ago, the people who now promote the sport were anti-social, anti-commercial surf and skate beggars. Now they, the ones who hated Mr. Businessman, are in fact Mr. Businessman sitting on their fat behinds scoffing at your joy and reaping your dollars. In recent issues of the mag I've seen skate warriors clad in tuxes . . . sigh, laff, giggle, hiss. How revolting! (Forgive the pun.) Now, this is what we should fight or argue, the manipulation of the soul some call "growing up." And now you know what you're doing is for the fat cats and you all will be them, soon. Lots of toasting to better years.

—Big Mike, Carlsberg

"We agree to an extent. Skateboarding did resurface a few years ago as a

**"My name is
Kevin Reed.
I do this for
a living."**



Kevin Reed, the professional rider, skates exclusively on Haut Lamaflex skateboards. Watch him in a soon-to-be-released motion picture about skateboarding. He's featured in it.

What a life!

The Kevin Reed model uses Megatron wide-tracks and pure-white Bones wheels. The board is also available with a 13-ply wedgetail.

Send \$1.00 for 2 Haut decals and brochure.
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Skatepark - Soquel

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counter-culture sport and today it is mainstream. However, the essence of skating has always been pure, unadulterated fun. In that regard, nothing's changed. As far as 'fat cats,' we trust you're not referring to our own beloved Cat (although he is somewhat stout, has been known to wear formal attire on special occasions and is definitely fond of toasting). That cat is mellow (and no one in his right mind would accuse him of being monetarily motivated)." —S.M.

EL ROLLO

I am a rollerskater who is excelling in the aspect of radicalness. Me and the boys from Pasadena are getting vertical and air of different velocities at the rinks and parks. You should put some 8-wheelers in your mag.

—B.B., C.C., Pasadena CA

P.S. Keep on rippin', Alva, but me and the boys are gonna wire the parks with 8-wheels out!

"We've got a surprise for you on page 108 of this issue. Roll on." —S.M.

WHO'S GOT ELMER?

I picked up one of the back issues of your mag and started reading 'Off The Wall' when I saw a ransom note for the paltry sum of \$52.99 for the safe return of a chap by the name of "Elmer." A question came to my mind as I stared out the window through the juniper trees. So perhaps you can answer it, and I hope you don't think us down here in San Diego are lame for being so uninformed, but, who the heck is Elmer?

—Bob Rowsey, San Diego, CA

P.S. By the way, I ran into John Delguidice yesterday and he says he's running out of champagne . . . heh, heh.

"Word has it that Mellow Cat knows and will reveal all." —S.M.

TESTING 1, 2, 3 . . .

I think you have the best skateboarding mag there is, but I have one suggestion to make it better. Add something like a 'Who's Hot' section on equipment, you know, tests on different boards, trucks, wheels, etc. You could call it 'What's Hot.'

—Anonymous

"Take a look at our new 'Equipment Rap Up' section in this issue." —S.M.

FAN MAIL

Do you know that Thomas Edison's middle name was Alva? Any relation to Tony?

—Mark, San Gabriel, CA

I'm not so sure because I didn't go to the Pro Bowl, but you guys say that Alva, local legend and insane radster, squeezed into the finals and didn't even place in Pro Bowl #3. Come on!

—Anonymous

"You evidently misread . . . Alva was eliminated in the quarter-finals. This left

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him 6th in freestyle (actually, a respectable finish) and 17th in the Series." —S.M.

Me and my skating friends want to tell you how much we dug that interview with Steve Cathey. It showed that he is not only a smooth, versatile radical skater but also a really cool guy.

—Bob Way, PA

I just finished reading an article on Roy Jamieson and it was really far out. I also hope you haven't forgot about Jerry "The Ripper" Valdez. Southerners rip, too.

—Jack Wallaca, Madison, AL

I think it would be great if you interviewed Paul Hoffman and Dennis Martinez. Hoffy and Martinez are my favorite riders. Me and my friends think the Pepsi Team rules.

—Carl Osaki, Diamond Bar, CA

I would like it if you had more photos of Jim McCall and Greg Meischeid. I was also wondering if someone ripped off the color from Mellow Cat. If you put it back, it would make your mag 100% better.

—Ronald Gosner, Melbourne, FL

DOWNSHILL DISASTER

I just finished reading your article about Signal Hill. I thought it was hilarious that all those jerks got racked up. There is no place in SKATEBOARDER Magazine for that type of trash. I mean, skatecars are not skateboards. They are more like soap box derby cars and are in no way a test of skateboarding skill. Secondly, Signal Hill is no hill to race on. It has no curves or anything and, as you pointed out, the surface is the pits. I believe that this event does nothing but give the sport a bad name.

—Tom Davenport, Greensboro, NC

P.S. I know you don't have the guts to print this.

What the Hell is going on? Trying to ban a race just because a couple of jerks got busted up in those cute little plastic cars. I mean, these accidents are what's hurting the sport. They should get rid of those cars and just have a stand-up race. If we want the sport to stay around for a while, we had best ditch those cars!!

—Scott Williams, a concerned Maryland skater

Harvey Hawks summed it up in your '78 Signal Hill article (Vol. 5 #2) when he said downhill skatecar racing is just not skateboarding. Skateboards were made to stand up on, not to lay down on in some fiberglass death trap. These guys should take their skatecars and put them in the Soap Box Derby if they want to race. Hutson was the only real winner at Signal Hill (along with all the other stand-up racers).

—Scott Stauch, Morris, NY

Frank Blood and Lonnie Toft with Robinak's new Pro Duffle and '78 Skatepack at Spring Valley's Skateboard Heaven.

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UFO NEWS EXTRA

(All the news that's fit to spew)

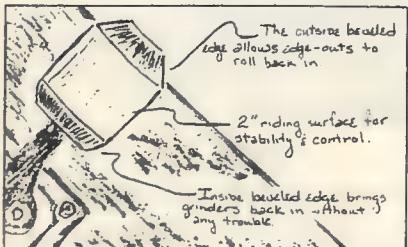
SAUCERS* HAVE LANDED



John Warneke, Escondido Park. May there be no doubts!

KYNEX, Calif.—Reports are filtering through from local skateparks of sightings of the new U.F.O. Saucer* wheels. Unconfirmed reports show that the popularity of the wheel is spreading at a phenomenal rate. One amazed witness, Henry Haystack, was quoted as saying, "Ya see, I never hit copin' before, but gosh darn, when I jumped on ma big 10-inch with them thar Saucer* wheels, I went up an' over the copin' an' even scraped some offun' ma trucks. Boy, I'm gonna be bummed ifun' ma wheels outlast ma trucks."

Initial sightings seem to indicate that the Saucers* have beveled edges on both the inside & outside of the wheel. This totally functional design is said to make skating safer, easier, and more savage than ever thought possible.



Composite photo of Saucer* from latest sightings.

Another local skater, Johnny Heydude, tells it like this: "Dudes, these killer wheels make axle re-entries puss. The outside bevel is the kind for my intense front-side and backside micro-edgers. If you want speed, Saucers* are your connection."

At this time we do know from inside sources that Saucers* are available in hard (pink or black at 91 A) or soft (blue at 88 A). As in all U.F.O. wheels, including the 3 and 4-inch Downhill wheels, the compounds are super resilient and amazingly durable.



Jim Sigurdson and Flying Saucers* at Del Mar.

*Patent Pending

SKATER BEEFS BAD

Veteran skater, Simon Square-wheel, was seriously injured when outdated wheel design failed to allow his re-entry into a pool at Upyerz Skatepark. It seems the incident started

(Continued on page 69)

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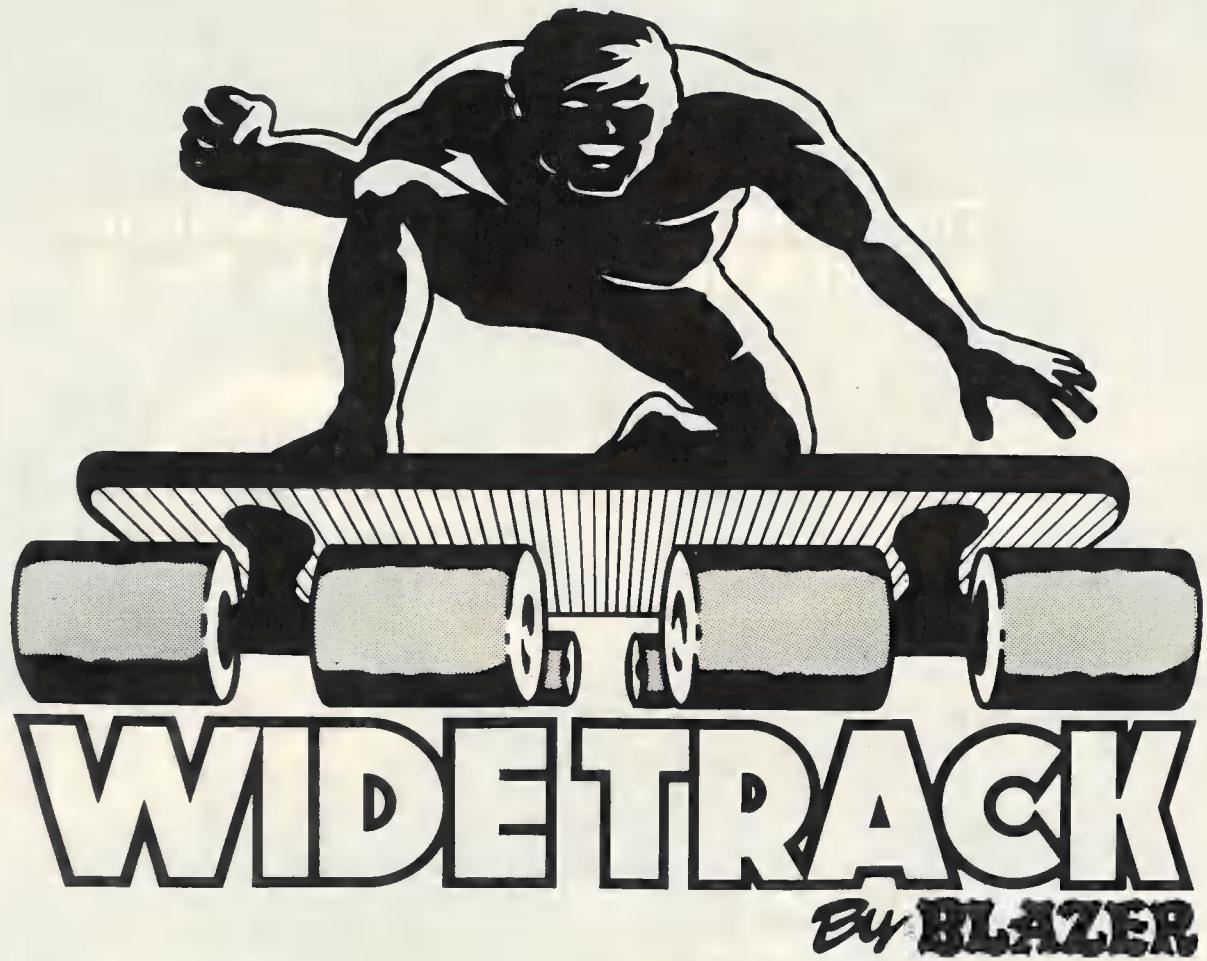
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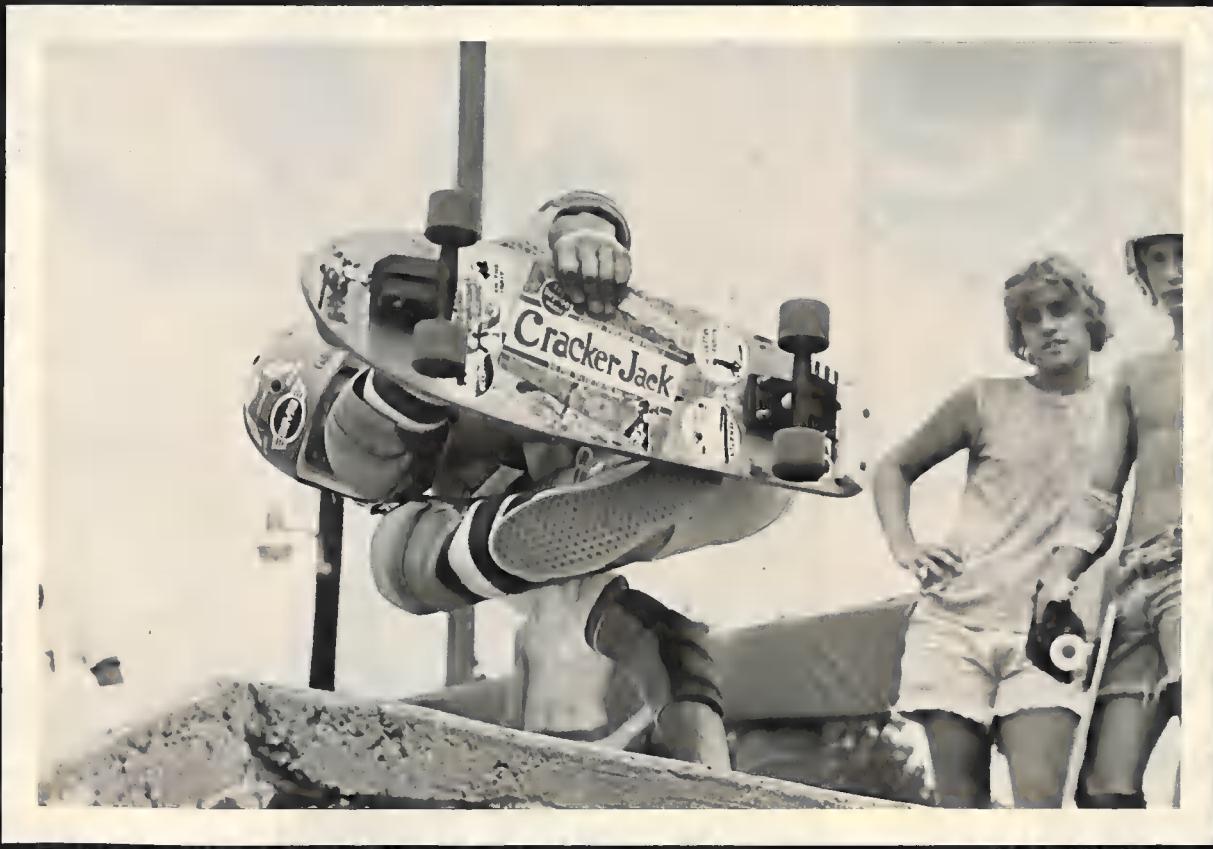
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Cracker Jack at U.S.A. Skateboard Park, Irving, Texas.

Photo by Libby Harlow

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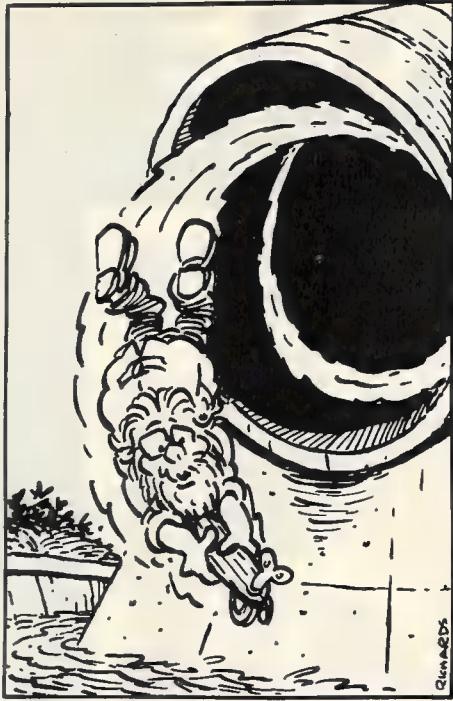
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SKATE SAFE

"HEADS UP"

by C. Hesselgrave

More and more skateparks these days are incorporating reservoir-type designs into their layouts. These open-walled banks provide a flow-motion feeling that is much like that of our sister sports, skiing and surfing, plus the freedom of unlimited lines. Beginner and expert alike are able to fully appreciate the reservoirs' simple contours. Yet, reservoir bowls do have one drawback. Because they are large and wide open, there are often a number of skaters riding them at one time, and this can make for collisions. Thus, the subject of this month's Skate Safe.

In a previous column we talked about "picking your line," — that is, knowing ahead of time where you are going to go and what you're going to do during your ride. Avoiding collisions in reservoirs involves the same type of thinking ahead and becoming aware of where other skaters are going. At first it may seem a bit difficult to guess another person's line accurately. But as you observe others riding, you will notice that their lines become somewhat predictable. As you know from your own riding, given a certain amount of speed and a certain angle to the walls, only a few things are possible. In other words, knowing what you can do can help you predict what others will do. Once you



BOLSTER

Skoldberg

have basically figured out everyone else's line, it is easy to pick your own path through the crowd. One thing that should be mentioned is that often there are riders of widely varying abilities riding the reservoir bowl at the same time. It is the responsibility of the more experienced riders to watch out for those with less experience. An inexperienced person always approaches his riding hesitantly; he is usually traveling at low speeds and putting all his concentration into his balance. As a result, inexperienced riders are usually not looking

ahead and assessing the developing situation within the reservoir. Even though beginners may seem to be "blocking the way" or "plugging up the flow," remember that these designs are usually conceived with beginners in mind, as it is the best area in which to get acquainted with bank riding.

So skate "heads up." It will save you and your fellow skater bruises and save the park headaches and money (insurance), while making the skating more enjoyable all around. Keep skating ... safe.



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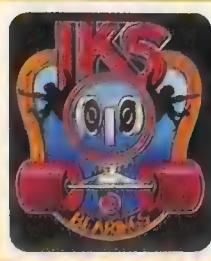
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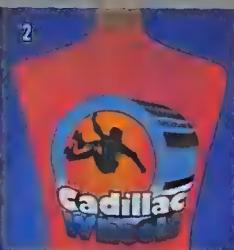


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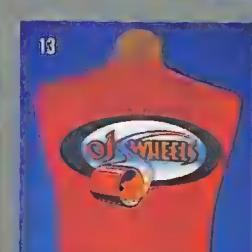
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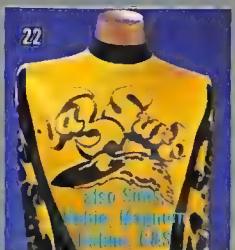
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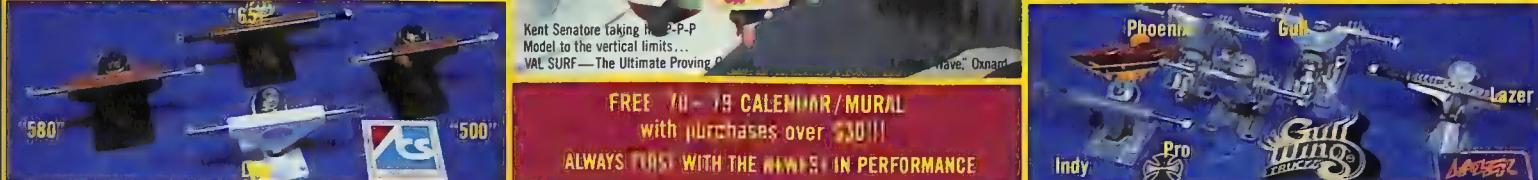
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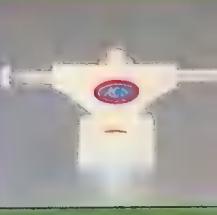


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Doug "Pineapple" Saladino,
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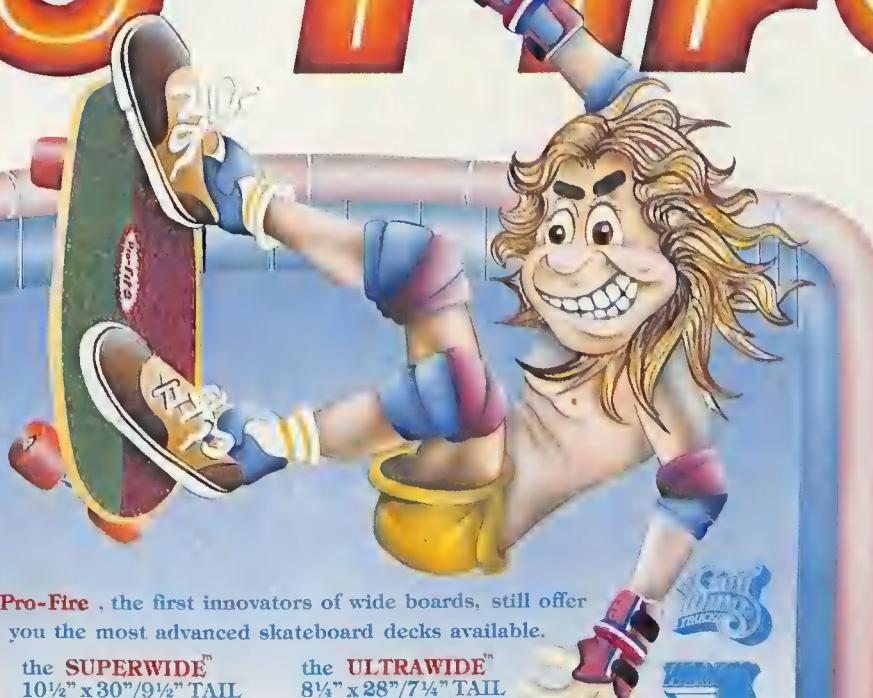


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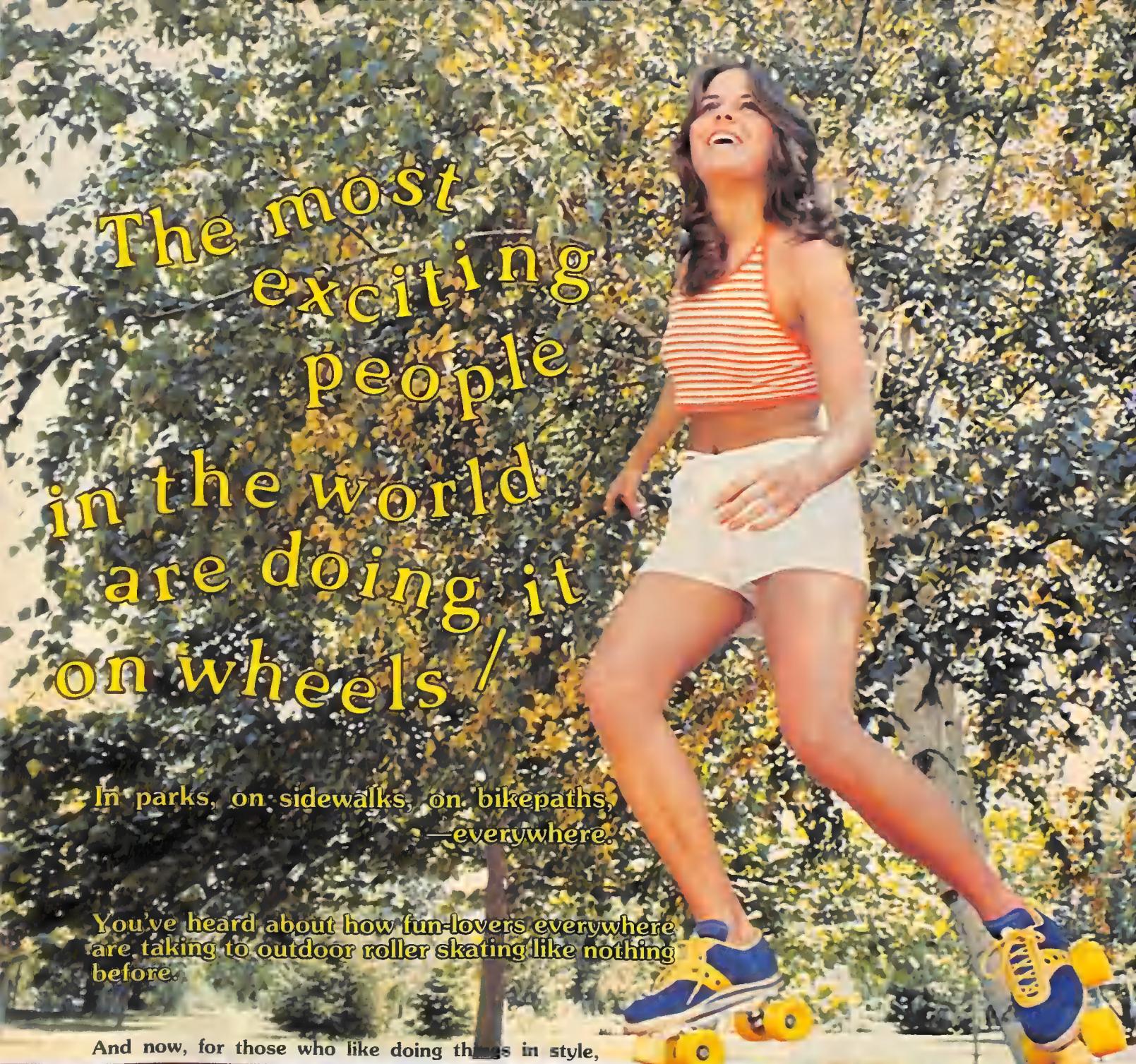
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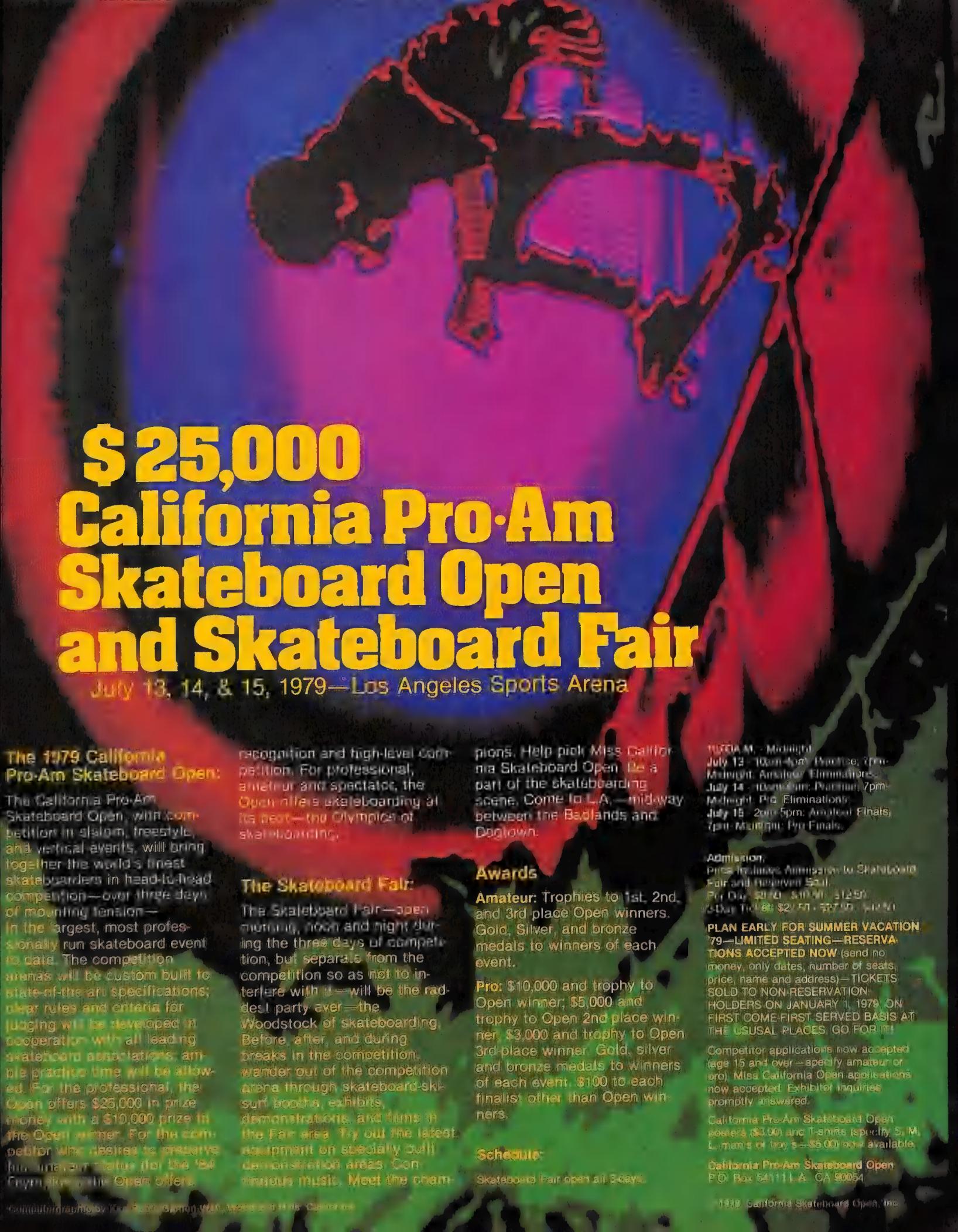
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RICHARDS



Valdez

SKATE TIPS

NUMBER TWENTY-EIGHT

THE INVERT

by Bobby Valdez

The first thing I should point out in attempting an "invert" [also "inverted" or "straight-arm" aerial] is to wear complete safety equipment. It can be dangerous. You start by doing a basic backside kickturn and practicing grabbing your inside rail. Once you have this wired, the next step is to punch straight up off the lip. After your front wheels go over the coping — but before your back wheels hit — you grab the inside rail and pull back. Above the coping, you immediately put your outside hand on the wall and guide the board down by pivoting on your hand.

The invert is easier the more vertical you have; however, you don't necessarily need a pool with coping. In a bowl or half-pipe you might try tapping your tail before launching yourself off the coping. Either way, it takes a lot of practice — but after a while you'll be literally upside-down.



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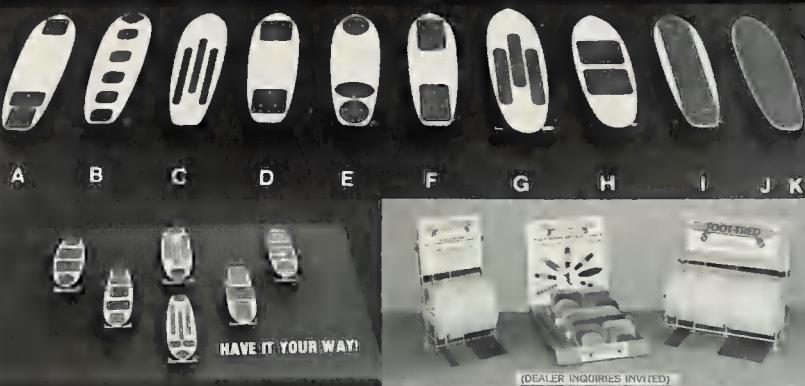
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SKATE EUROPA



Two years ago there were reports of the purchase by the Russians of 2,000 red-topped, red-wheeled skateboards from Sure Craft (of El Monte, California). The plan was to first turn these patriotically-colored vehicles over to school instructors who would master the basic technique and then teach their students. Eventually the experiment would test the viability of the boards as inexpensive transportation for young people. Nothing more, however, has been heard of the project. Presumably the instructors couldn't get it down. Or, possibly, the boards were diverted into the possession of children of the

supposedly non-existent privileged class. (*Stranger things have been known to happen.*) Maybe they had a hard time of it, too, for within a year and a half the Russian press was denouncing the sport as decadent and nothing short of a capitalist plot to further manipulate the down-trodden masses.

In the rest of Europe, as well, skateboarding is being condemned increasingly by the media and officialdom alike. In more ways than one, skaters are finding the going rough. The feverish early enthusiasm, marked by frequent tours by U.S. teams, a surge in park construction (at least in England), the frequent staging of contests and the generally good press, has all but come to an end. (One might even recall rumors of regional pro skiers mounting the advanced trucks and wheels to their skis for summer practice.) The sport is undoubtedly suffering greater growing pains on that side of the Atlantic than on this side this time around (perhaps because we went

through the full barrage of bad legislation and media coverage 18 years ago, and this time we were able to head off much of it). And yet, to the credit of a few promoters and more than a few dedicated skaters, the sport is hanging on in England and on the Continent. Moreover, in a few isolated areas, skating actually seems to be flourishing. The details are provided below in a general article on European riding by John Parry out of Switzerland, and in a specific piece on the state of the art in England by local resident, Neil Lawrence. Their plea is sincere: Don't give up on us yet!

A highly copacetic shot, Mark Baker,
Stanside Park, England.



Marianne, Swedish skateboard shop proprietor.



Mark Baker, homegrown English skateboarder.



Englishskate outlet.



NOTES FROM THE CONTINENT

by John Parry

GENEVA, SWITZERLAND — Like the button-down shirt, the Big Mac and Kojak, skateboarding is America's gift to Europe. It's a gift which has been gratefully received and for the past two or three years the streets of the old continent have been full of skateboarders whizzing, spinning and slaloming through some of history's most hallowed sites.

Yes, skateboarding is booming in Europe. But the boom is bringing with it problems as authorities face up to the challenge of youngsters who, by using skateboards in public places, cause accidents (which, in many cases, insurance companies refuse to handle). Thus there's been a negative backlash against skateboarding which has hit the sport hard. Items: — The Danish government has imposed a blanket ban on skateboarding in public places. Anyone caught using a board outside his own yard or certain clearly defined skateboard tracks has the board confiscated by the police and is fined in addition.

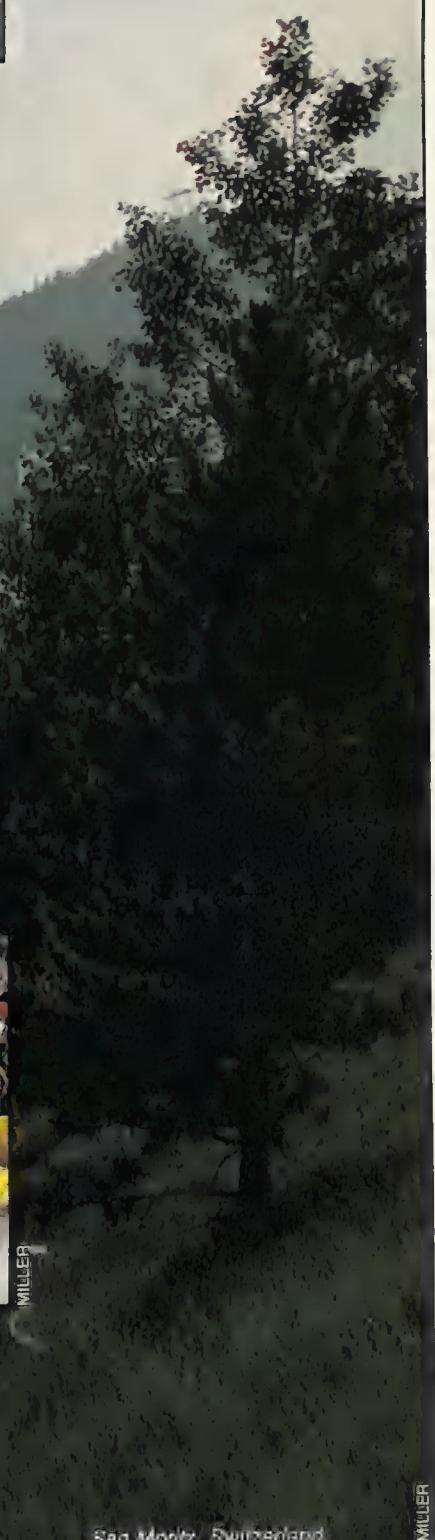
— Norway's Product Control Board has banned the import, manufacture and sale of skateboards for two years from June, 1978. The ban followed a parliamentary inquiry into what the Board termed "the dangers to the public arising from unrestricted use of skateboards on the open highway."

— Police Chief André Courtaz of the Swiss city of Sion has made skateboarding on a public thoroughfare an offense punishable by a fine of 40 Swiss francs (\$22). "I'm not against kids skateboarding in clearly defined places but too many people, particularly senior citizens, are getting knocked down and it's got to stop," says Courtaz.

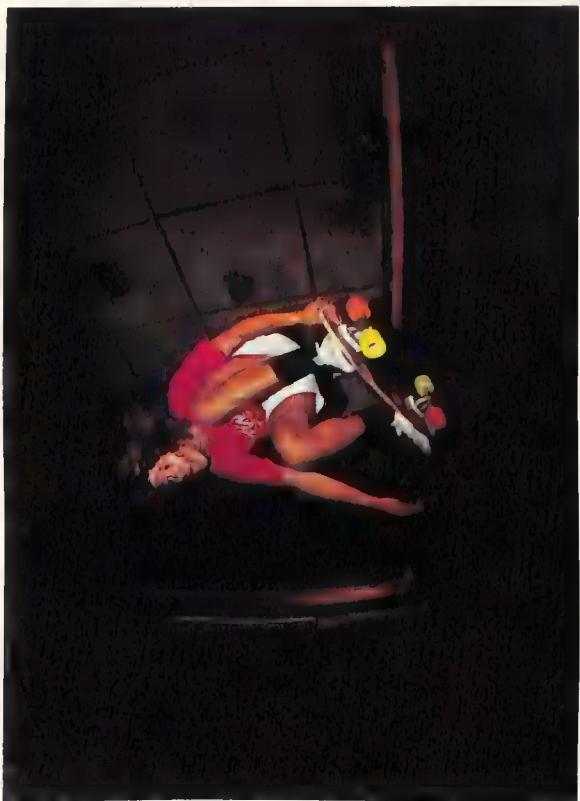
Does this all mean that skateboarding is on the defensive in Europe? Far from it. Every year more and more boards are produced and sold, competitive skateboarding is on the up and up, governments and local authorities are building special skateboard stadiums and even the Russians have gotten into the act . . . by attacking skat-



The natives are restless! Autograph seekers during a recent American pro tour Sovalta, Sweden.



San Moritz, Switzerland



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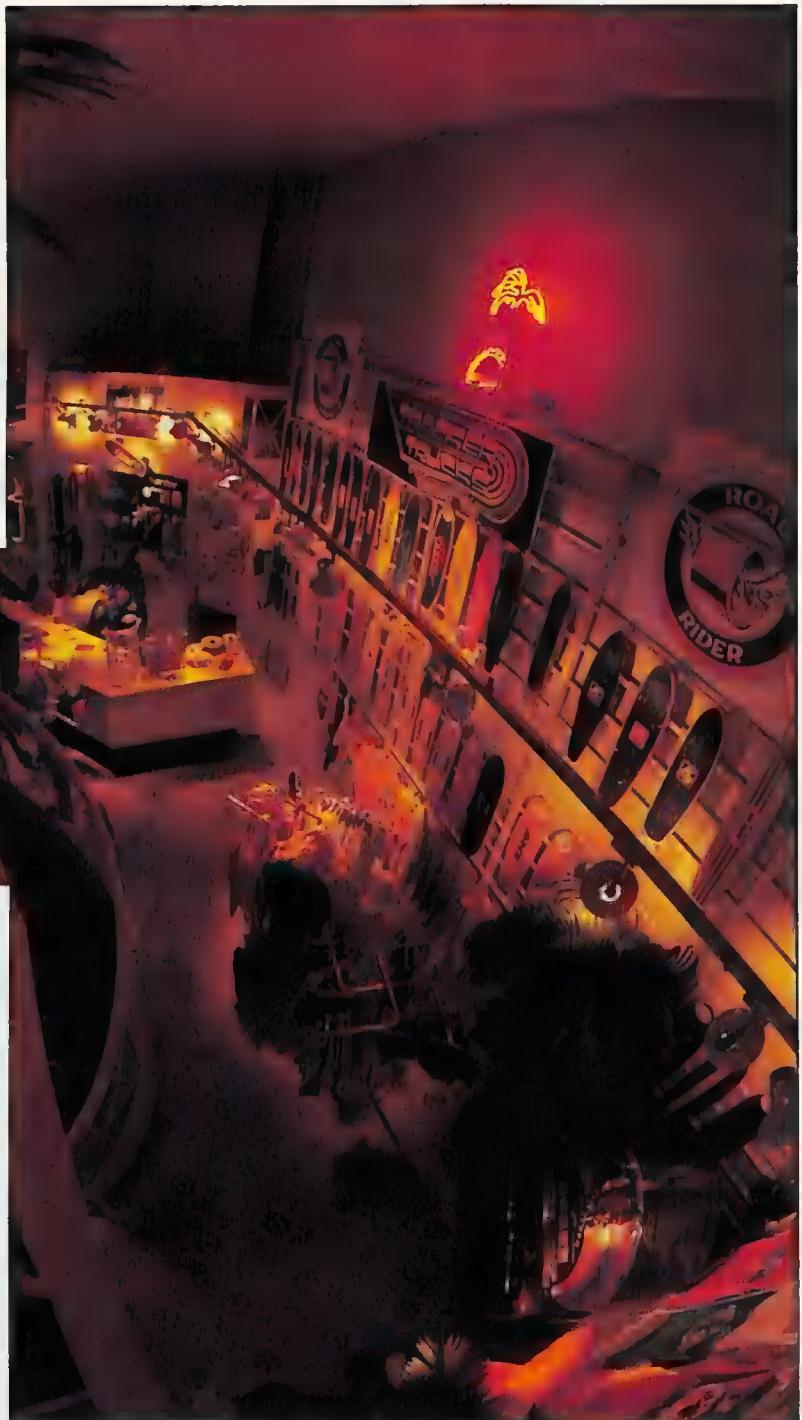
Alva, basement ramp-raging. Malmö, Sweden.



Mark Baker, hot in London's "Mad Dog Bowl."



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Gul & Bla Pro Skate Shop. Stockholm, Sweden.

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boarding as a capitalist plot! Skateboarding doesn't exist in the Soviet Union, of course, but the newspaper *Sovietski Sport* recently told its readers all about it. "Hooligans on rollers," the paper headlined its article. "The manufacturers are reaping their rewards and they don't care that skateboards are making their contribution to the hysteria of fear which is an important facet of the Western World."

You may not have been aware that you were skateboarding in a hysteria of fear, but there's certainly one truth in *Sovietski Sport*'s article: Skateboard manufacturers and importers in Europe are doing very well, thank you, and some unlikely people are hopping on the bandwagon. Motobécane, France's largest manufacturer of Mopeds, has been in the skateboard business since last Fall and this year hopes to sell more than 70,000 boards out of an estimated nationwide sale of 500,000 (France has a population of 52 million).

For the uninitiated, Mopeds are those motorized bicycles halfway between a bicycle and a regular motorcycle which are rapidly becoming popular in the States, particularly in California. In Europe they've been an essential means of transport, particularly for the younger set, for the past 20 years and Motobécane has 50% of the French market, plus extensive marketing operations in the rest of Europe, Africa and the States. So why get into skateboards too? Remy Louvel, Director of Public Relations puts it this way: "Look, our average client for a Moped is aged between 14 and 20. After that age he wants to buy a car — and before that, he's a potential Moped buyer. Now, if he's a potential buyer or he has a younger brother, maybe he's into skateboarding, and will buy a Motobécane skateboard. And if he's got a Motobécane skateboard, when the time comes to buy a Moped, he'll probably buy a Motobécane Moped, too."

Motobécane, which seldom does things by halves, has organized a "French national skateboard championship" this year for teens and pre-teens, and would not be adverse to extending it to international competition if it could find the right format.

The popularity of the sport in France, incidentally, has brought on an intra-mural squabble as to who's running it. When the Ministry of Sport recognized skateboarding in 1977, the French federations for surfing, roller-skating and skiing all demanded that they be appointed controlling body — in other words, be appointed to hand out government money for the development of skateboard facilities. By one of those Gallic decisions which defy logic, the government ruled that the Surfing Federation be the one to take over



Simon Napper, London.



Stockholm skate enthusiasts.



London local finds room to move in a former "dungeon" remodeled for skate space.

Jock Patterson at one of many small English skateparks.



Mark Sinclair, Swansea Park.

Mark Baker, a highly-regarded local leader.



skateboarding. The new Surfing and Skateboarding Federation has given its blessing to Motobécane's championship and is staging its own meets as well.

In Germany it's the Roller-Skating Federation (Germans are big rollerskaters) which has assumed official responsibility for skateboarding. A spokesman estimates the number of skateboarders in the country at around 25,000 but adds "the number's growing fast."

The Geneva-based International Standardization Organization (ISO) which seeks to establish international standards in just about everything — it recently drafted international norms for the size of champagne corks, for example — has zoomed full tilt into the world of skateboarding. A meeting in

March brought together representatives of manufacturers and equipment suppliers with ISO and government officials to decide how international standards for skateboard manufacture can be established — standards which will also cover protective clothing. Representatives of consumer, safety, sports and trade organizations have agreed to cooperate in drafting the standards, ISO says, and will concentrate their efforts initially on protective clothing "since it cannot be claimed that there is a safe skateboard."

Oh? Perhaps not, but if ISO has its way manufacturers throughout the world will join together in trying to construct one, and to further this end ISO plans worldwide tests later this year for strength, durability and performance of all skateboards currently being manufactured. The organization is also seek-



ing to facilitate the interchangeability of parts — decks, trucks and wheels.

Where is European skateboarding heading? While sales of boards and equipment are booming, governments are rushing to get into the act and sadly, accident statistics are mounting; the sport has not yet succeeded in progressing from a kid's pastime to a serious leisure-time activity. The reason is partly lack of facilities, the determined drive of police in many countries to keep kids with skateboards off the streets and the reluctance of many Europeans to accept something new. Paradoxically, this opposition may help the sport along. But this presupposes that enough private money will be forthcoming to finance the thousands of skateboard parks necessary in the next decade. The tentative involvement of governments and municipal au-

thorities in Britain, France and a few other countries isn't going to be enough.

Where does this money come from? A parallel can be drawn with racquetball, another new American sport making tentative inroads in Europe and, like skateboarding, stymied by lack of facilities. Chester Nobbs, a British racquetball pioneer, is gloomy about the chances of either skateboarding or racquetball getting enough financing. "Never in a million years are Europeans going to invest money in racquetball the way Americans do," says Nobbs, who's solved his own problem by adapting racquetball so it can be played on squash courts. "The same holds true for skateboarding. Look, the European investor is very conservative, he wants his money in something sure, like farm land, a good solid apartment house or a blue chip company — something where he knows he's going to get a return. A skateboard park? How does he know that skateboarding won't be burned out in a couple of years like the hula-hoop? And where's his money then?"

Nobbs's view is an extreme one and, according to most observers, too negative. But it's true that there's a selling job to be done to convince the public that skateboarding is here to stay. Sponsorship may be one way around this problem. France's Motobécane company says that if its sponsored skateboard events take hold this year they will step up their level of involvement in 1979, seek to arrange some international competition and perhaps even ante up some money for skateboard facilities in France (where little exists presently).

In Switzerland, the Geneva newspaper *Tribune de Genève* took its first dip into the world of skateboard sponsorship in May, when it organized the first-ever Swiss championships. Sports Editor, Alain Giroud, says he's well pleased with the results. "In any sports sponsorship the sponsor is looking for maximum exposure, and we certainly got that," he says. "At the same time we feel we got in on the ground floor on something which is really going to take off in the future, and we're happy about that, too. We'll certainly be back next year."

If the basic problem of transferring skateboarding from the streets to skateboard parks and putting it on a better-organized (which in Europe means officially-sponsored) basis can be solved, then the sport is in for a real boom here. If this problem can't be solved, then there's a risk that kids, with nowhere to skateboard, will simply consign the board to the attic with the disused yo-yo's and pogo sticks. Nobody's saying that's going to happen. But there's a need to pull the sport together and put it on a sounder footing — and quickly.



Skatewolves of London: Styx, Gilbert, Norman, Trux, Jingles, Ted and X.

THE BOOM IS OVER-- LONG LIVE SKATEBOARDING!

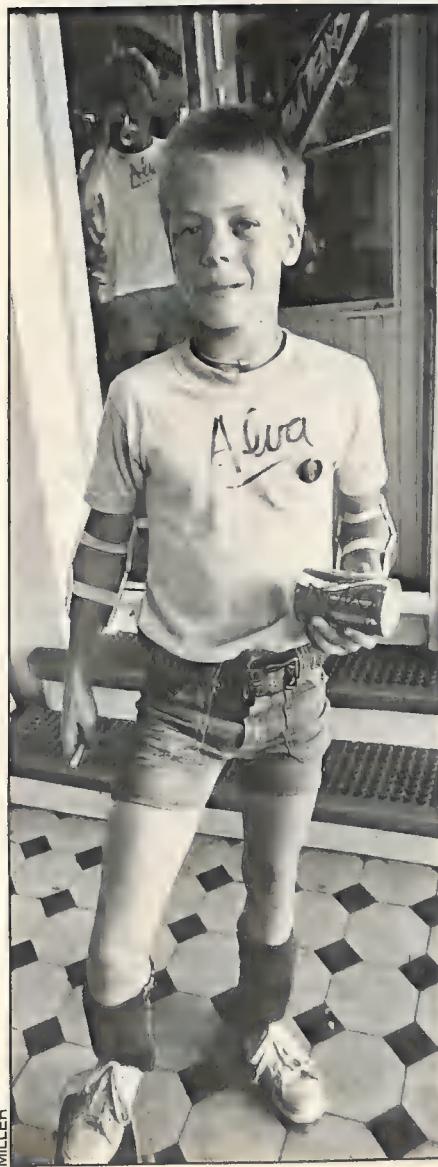
by Neil Lawrence

Alva protégé. Gothenberg, Sweden.

"The boom is over." "Last year's fat." "Skateboarding is dead." These are but a few of the headlines in various major newspapers in England. I left the States after the euphoria of the West Coast scene, after Newark and Ocean-side, to return to the apparently catastrophic skateboarding situation in England.

Nearly a year ago today, skateboarding took off in England in dramatic fashion. Sales of boards alone reached a rate of nearly 2-million per year. All of a sudden, businessmen with no knowledge of skateboarding or the skateboard market saw a lot of money to be made — and to be made fast. Cheap boards from Taiwan and elsewhere appeared, selling for approximately \$8 per board. Manufacturers sprang up overnight. Retail outfits opened up in every area, parks were built by people who figured that all skaters wanted was a concrete surface with a few slopes or undulations to skate on. Everybody wanted to be in on the craze.

The media were not far behind in "discovering" skateboarding and their patronage was immediately welcomed. Due to press coverage — both T.V. and the written media — skateboarding drew a lot of attention from the general public, to such an extent that within the space of a couple of months there would hardly be a person throughout England who had not at least heard of skateboarding. The *Sun* newspaper competition folded — they refused to listen to advice from skateboarding personalities in England, gradually got bogged down, saw that they couldn't make the money they had originally dreamed of, and the competition was



MILLER

closed down. Their approach was naïve. The press also created an image of skateboarders as being between eight and fifteen years old with the average age being thirteen. Finally, there was a whole chapter of destructive press headlines, trying to depict skateboarding as last year's craze, which would soon disappear just as did hula hoops, yo-yos, etc.

What the media failed to note was that skateboarding is a sport. It is a sport practiced by a far larger age



Bristol Bombers.

group than they are aware of. The true picture of skateboarding in England could be indicated by the fact that subscription to the best English skateboarding magazine, *Skateboard* is continuing to rise despite everything and is now at a distribution level of approximately 90,000 — Proportionately, an incredible achievement. The circulation of the French equivalent is currently approximately 40,000.

Skateboarding parks being built in England today are far better than before; they are being designed by skaters, for skaters, and present a real challenge (unlike the old parks which skaters had wired in a couple of sessions). At last there are parks being built with bowls, noticeably absent from the first parks. This is leading towards a better class of skater. Previously, most of the skaters were only into slalom and freestyle, due to lack of adequate facilities. The overseas influence has contributed tremendously towards the development of skaters in England. It was the Belair and Hobie teams demonstrations at the trade fair in London last February that started people realizing the extensive possibilities of the sport. Within a few days the skaters were imitating and going for new tricks, really making progress.

The influence from the States cannot

be exaggerated. The U.S. is the skateboarding heartland for the rest of the world. Both Stacy Peralta and Tony Alva have hit England and got really good receptions. The attitude of the skaters in England, though, was that these guys had to prove themselves. Although difficult in a new park, especially when it's not up to the standards of those in the States, both Tony and Stacy nevertheless made their point.

John Sablosky and Jeremy Henderson both have roots in the States and John, particularly, emerged as one of the first big names amongst the skaters of England. Steven Harken has come back much improved after a visit to the States. A few of the other top skaters in England are: Tim Levis, Mark Sinclair, Steve Kellner, Jules Gayton, Simon Napper, Darren Boner, Kadir Guidrey "The Russian Prince," John and Alex Turnbull and Jock Patterson; of the girls, only Thea Cutts is really impressive.

Without competition it is impossible to say just how consistent they could be or how rad when pushed, to rate them in terms of ability. There are a lot more up-and-coming skaters — some of them maybe even better; but without a gathering of all the skaters for a competition or the like, it's hard to see how people are progressing. The skaters in Europe are not far behind England but they suffer from similar problems: The lack of other good skaters to compete with and the lack of good parks. There are very few parks of the standard of an Upland, Lakewood or John O'Malley design in England.

On the plus side, skateboarding is one of the few sports that has crossed the barrier of the social classes in England. Everybody — black, white, rich or poor — is pitching in there and rubbing shoulders in the bowl.

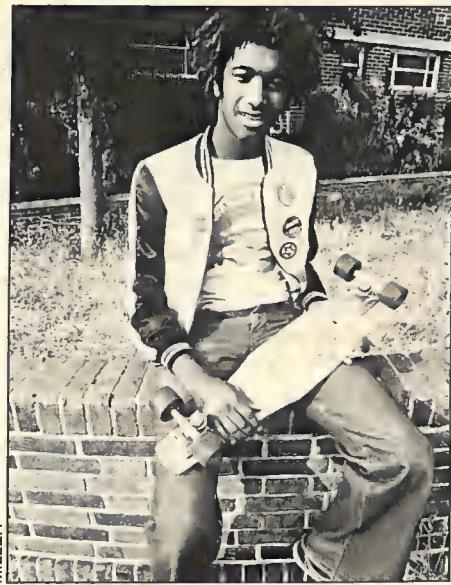
The skaters, especially, want to start an equivalent of the Hester Pro-Bowl in Europe. The only problem is that everybody is sitting around waiting for something to happen. Bruce Sawford, the editor of *Skateboard*, has been trying to organize all the various groups for a competition, but he's not getting the cooperation he really needs. Unfortunately, one of the problems of organization lies in the fact that the British Safety Council is officially responsible for the safety of the sport. There is no question that they are well-meaning, but they are totally out of touch.

Hopefully, during the next few months, Skateboard Information Services, (The English equivalent of the I.S.A.), will be beginning to really function. Ideally the organization will be paid for and supported by the manufacturers and distributors. Their function, besides organizing a round of competitions, will be to gather and send out information on what is hap-

pening. For instance, they will provide a complete set of rules for judging in advance of competitions.

The skaters in Europe have been burnt with enough bad equipment, and despite the great cost, (good boards running from \$120 to \$400 due to taxes), they are becoming very selective. Z-Flex, Sims, G & S, N.H.S. and Alva boards are amongst the most popular.

It is essential that there is good feedback and help from the States, as the



MILLER

English local posing with Alva and Skoldberg signature model.

guys over in Europe are going to need all the support they can get while the sport is still in an early directional phase. The potential is here.

Yet, even with the proper influence, there are extreme difficulties in the continuation of skateboarding in England and Europe. But the difficulties lie in a totally different direction than those envisioned by the press. True, there has been a slump in the skateboarding market; school and bad weather both contributed. Still more important is the lack of organization, good parks, and competition. Once there were too many manufacturers and distributors for too small a cake and a lot of people in the sport for a "quick buck." From an initial craze created by the media, skateboarding is boiling down into a hardcore sport of enthusiasts. It is impossible to establish skateboarding in England to the same degree as it has been in the States. A lot of hard work and cooperation from everybody involved is going to be the telling factor. Now that it is free of the parasites, skateboarding in England and Europe is really hot, and in the next year or two should be turning out some skaters who will present a more serious challenge to U.S. domination of the sport. The fuse has been lit, and Europe is starting to burn.

QUIVERS

PART I



Today, as skateboarding enters its adolescence and its playgrounds, and vehicles and techniques become increasingly sophisticated and diverse, the quiver concept is being accepted as an integral part of that growth. Widely varying terrain, from flatland to pools to mountain runs, demands a similarly broad selection of

skates of differing sizes, shapes and wheel and truck combinations. There are just too many exciting facets to present-day skating for the serious rider to be held back by inappropriate equipment. More so than ever before, a single board just doesn't cut it.

Of course, the cost of an optimal quiver — the ideal deck-truck-wheel arrangement for every situation — is out of the question for most skaters. As such, minor adjustments — especially in wheels and trucks — on two or three boards can help remedy the situation. But inasmuch as many so-called "pro" skaters are more or less paid for their services in equipment, a good line-up of boards is usually the least of their problems. The following are meant to be *functional* quivers, that is, a series of boards that the skater actually uses on a regular basis. The fleet's in — because it works. A good quiver conquers all.



Early quiver devotee, Jon Newman. June, 1975.

ILLUSTRATION: PAT GILLOGLY

BRUCE WALKER



(a-e, left to right)

"I have approximately five skateboards in my quiver and I use each and everyone of them at some time or another, as the occasion arises. Being at a contest and wishing I had a couple of inches difference in my board length has taught me to be prepared for anything. Initially, I became frustrated at having to re-adjust to each new and different board I tried. That's when I hit upon the idea of keeping the type and size of trucks and wheels exactly the same, whenever feasible. This approach has really made the quiver theory work for me."

a) 30" x 8" Walker Surf Ply Kicktail

Equipped with ACS 580's or Gull Wing Pros and Walker Surf Wheels, this board is constructed of maple hardwood laminations with a layer of fiberglass in between each ply of maple. We named it the Surf Ply because of the strong relation that fiberglass has in the construction of surfboards. The Surf Ply lamination gives a very lively, snappy flex.

Although our earlier maple/glass ply boards tended to be a bit heavy, our new ones are now coming out very light, indeed, averaging from 2½ to just under 3 lbs.

I use my 30" Surf Ply mostly for when I need a narrower truck width (for tighter turning) in vertical terrain.

b) 28" x 8" Walker — Jim McCall Maple Ply Kicktail

This is the board I use for conventional freestyle on the flats. Utilizing ACS 580 Trucks and green McCall Freestyle Wheels, this light ply board provides everything needed for serious freestyling. The deck, with Foot Tred, weighs in at about 2½ lbs., making this much lighter and more responsive than the solid wood freestyle decks of the past.

On the subject of grip tape, I use only Foot Tred 3M material on all my boards because of its superior traction characteristics. It costs more, but it's worth it . . . it lasts longer.

c) 36" x 8" Walker Oak Kicktail

This board is equipped with ACS 651 wide trucks, wheel wells, and 65mm

Walker Surf Wheels. I use my 36" Kicktail whenever my 42" won't fit. I also use it for cross country/obstacle course-type races whenever possible. The 36" Oak Kick is a fun high-speed cruiser and provides me with an occasional change of pace from my 42 incher.

d) 42" x 8" Walker Oak Kicktail

This is the skateboard that I use for almost everything. It's greater length allows for more drawn-out surfing-type action in parks and provides more stability at high speeds — which is why I use it for downhill speed runs.

With longboards, it's very important to hand pick the wood for lightness. Lightness is the key to successfully freestyling a long board, both on the flats and on walls.

Drawbacks to this length boards would be that they're hard to negotiate in small, cramped areas, tight transitions, and on many half-pipe ramps. A wide-open snake run would be the best opportunity to get one of these boards fully amped to maximum surf-cruising speed.

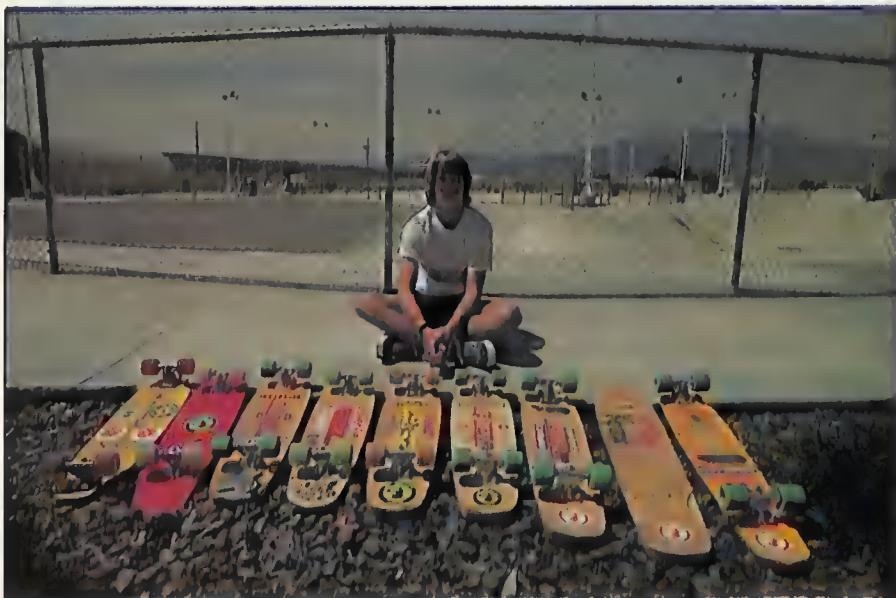
On a 42" board, I always use wide trucks, specifically ACS 651's with the hard, orange rubber cushions. Wheel wells are a must for longboards. For wheels I use the new, hard, green 65mm Walker Surf Wheels.

e) 30" x 8" Walker Cambered Slalom Surf Ply

Equipped with ACS 651's and Jim McCall Model Walker Wheels. I generally use the 60mm McCall Wheels for slalom because of their smaller size and increased traction characteristics. Generally speaking, a smaller wheel in the 60mm range with high speed urethanes will clock faster times than larger wheels because of the increased control going around cones. Some racers have been successful using larger wheels; however, I can usually pump harder and more full-on knowing that I'll have more control of my wheels around tight turns. The McCall Wheels do not have radial outside edges because of the increased traction control gained from a conventional wheel edge. This is important both in slalom and in freestyle. Bowriding, on the other hand, is not as dependent on traction and generally the wheel fares better with radial edges.

I use my 30" Slalom Surf Ply for tight slalom, giant slalom, and sometimes for banked slalom, depending on the terrain. The 8" width is extremely helpful in providing a stable platform for my 12" feet.

CHRIS STROPLE



"A good skater can adapt easily to a variety of boards. I got my versatility from Wally."

a) 30" Ick Boinger Slalom Board

The construction is fiberglass with wood infill, similar to a Turner. (Midtracks, cut-down Sims wheels)

b) 30" FibreFlex Teamrider

I got this board from Pineapple; it really works good for freestyle. (Gull Wing Pros, 60mm Bones)

c) 30" x 7¾" — Caster Wedge-tail

The way I have this board set up it really works in pools. It has a little boing for heavy transitions because the fiberglass layers (in the plywood laminate) run lengthwise. (Gull Wing Pros, 60mm Kryptos with TRW bearings)

d) 30" x 7¾" Caster

This board has a warp tail rather than a wedge because I think (the warp tail) is easier to freestyle on. It's basically a freestyle board — great for 360's. (Halftacks, Sims Mini-comps)

e) 30" x 7¾" Caster

This board I use for most of my vertical park riding, like Upland. It's a cross-grain with no fiberglass in it; it has wheel wells and a wedge tail. I use Wings on this board because they are harder and less grippy than most wheels. (Midtracks with ¼" pads)

f) 30" x 7¾" Caster — Strople Prototype

This one is also a cross-grain with wheel wells. It's set up for tighter, smaller parks, for bowls up to about 12'. (Midtracks with ½" pads, 60mm Kryptos with TRW bearings)

g) 33" x 7¾" Caster

This is one of my favorite boards for just cruising surf-style and for really huge bowls (like Upland's 15' or the new one at Lakewood). I like it for airbornes, too. (Midtracks, 65mm extra-wide Kryptos)

h) 36" x 7¾" Custom-made Kipstick

This was made by some guys who live up in La Canada. It's for extra big reservoirs and big bowls where I like to cruise just full on surf-style.

i) 35½" x 7¼" Original Inouye's Pool Service Ick Stick

This is one of my all-time favorites. It's really good for carving long, drawn-out lines in big bowls and reservoirs. I use full Trackers on it for downhill — it rips! (Midtracks, 60mm extra-wide Kryptos)

(a-i, left to right)

Chris, Vista.



CASSIMUS

BRAD BOWMAN



"Look, Ma . . . That's me!"

"Having surfed for the past 3½ years, I added my surfing influence to my skating experience and came up with my present quiver."

My pool and park board is 30" in length, 10" wide in the upper middle (to prevent foot slippage) and 8¾" in the tail. The board I use at bigger pools, bowls and pipes is 33" in length with the same widths as the above board. I also use an 8-wheeler and a 44 incher for just cruising and having fun. It's fun to break loose from the same situation once in a while.

FINEMAN

Brad, Lakewood, 16' bowl.



ELDER

JOHN HAWTHORNE



(a-f, left to right)

"I want to promote rollerskating in parks — that's what I'm into."

a) Rollerskates

I use Lazer freestyle hangers with a variety of wheels. The boot is a Rydell. It's got double leather [construction] and it's made mostly for figures. It's not really a speed or a park boot, but I like it because of the ankle support it provides. There's nothing really special about them, though. I just bought them 3 years ago.

b) 12" Slalom Skate

This was made for one-foot slalom rollerskating at the Upland Amateur Contest after they told me rollerskates were not allowed . . . so I had to make a "skateboard." I had it cut out the same shape as my shoe; the tail is 4" wide and the nose is 5" wide. It has a heel on it so I can use the same leverage as on a rollerskate. It has an Ick deck for grip. I haven't fallen off it . . . much. (ACS 500 trucks, C & D wheels)

c) 1½-horsepower Motoboard (Motoboard, Inc.)

I had Pool Tool make a 27" Shredder deck for it with a special kick for leverage in turning. Stock, they do 25 mph — mine does in the neighborhood of 30-35 mph. It's a novelty, really . . . sometimes I go to the store on it.

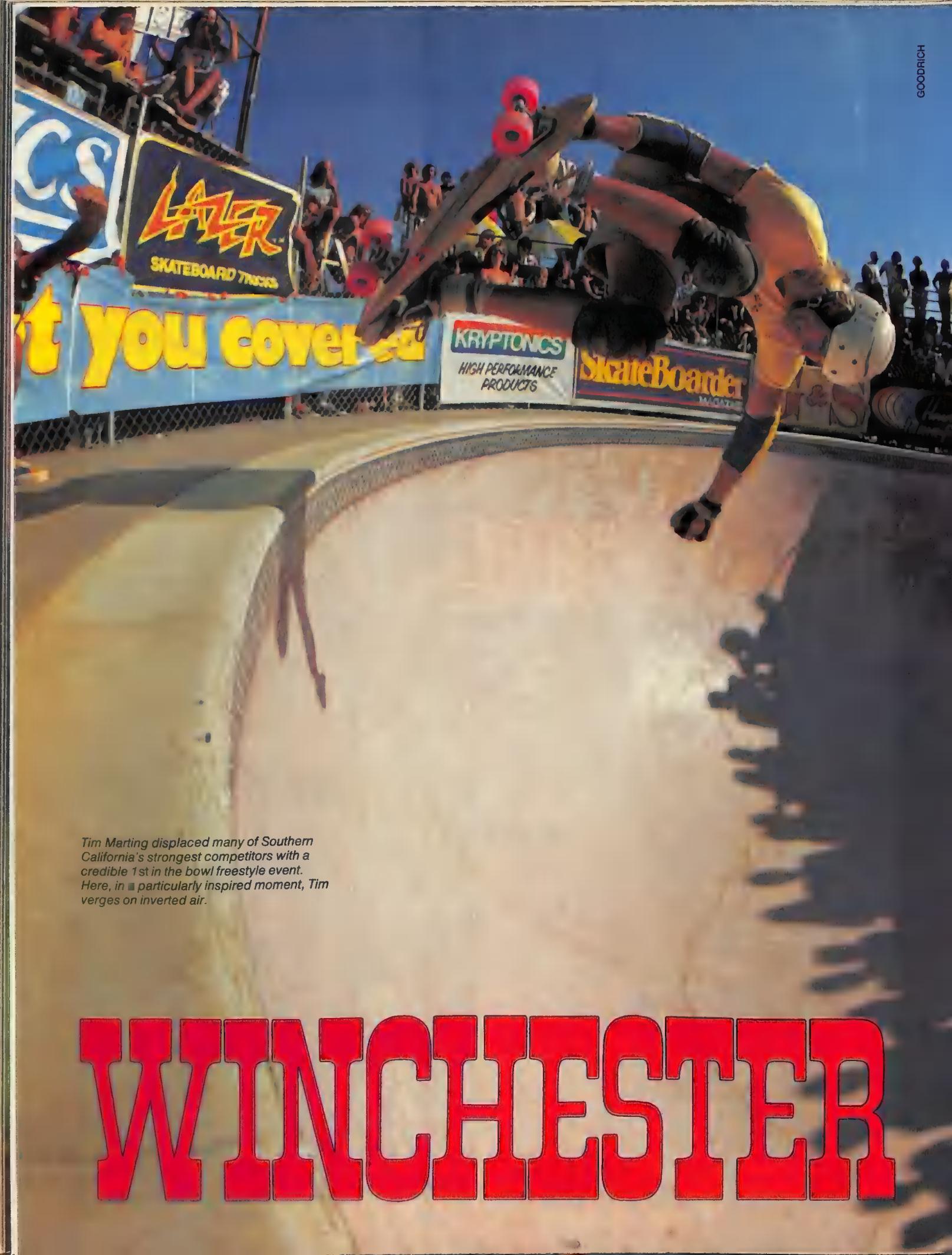
d-f) Badlands Boards (32", 30", 30")

Tube Skateboards made these boards. I usually ride them with Lazer trucks or Phoenix Classics and Sims Comp II's and Park Riders. When I go to a new park, I get on a skateboard and find my line, then I put on my [roller] skates . . .

CASSIMUS
GILLIGLY



John, slalom skating Upland.

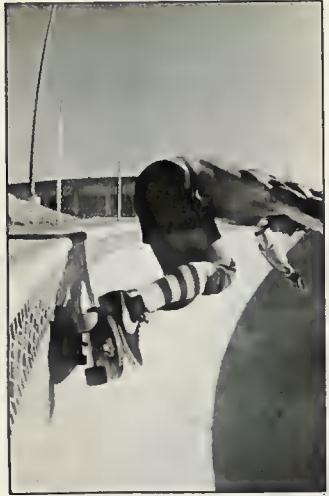


Tim Marting displaced many of Southern California's strongest competitors with a credible 1st in the bowl freestyle event. Here, in a particularly inspired moment, Tim verges on inverted air.

WINCHESTER



Steve Olson, rocking out (and back in) during an early practice session.



by Jim Goodrich

Now that the Hester-ISA Pro Bowl Series is over, everyone has had the chance to reflect and consider its judging system and decide just which results are valid and which are not.

There is some controversy as to the validity of the first series among many Northern California skaters. Of course, the ISA, caught in a collision course with disaster regardless which direction they chose, decided to coordinate a Northern California Pro Bowl Series with Mike Martinez, the owner of the Winchester Skatepark in Campbell, California.

The first contest was to be held at the Winchester Park and the 2nd and *final* contest of the series would be at the Milpitas Park. From the onset of this contest it was made clear to the ISA that this was an entirely different series — different judges, different rules, point system, judging, etc.,

etc. The contest would consist of four competitions: aerials, cross-country relay, doubles and freestyle in the pool.

The park was perfect for the competition but presented a slight problem when it came to the aerial competition. It had been decided beforehand that the aerials would be performed on what is called the "washboard" — a series of moguls which lead down into a vertical wall with a rounded edge. The problem, so quickly pinpointed by all the skaters, was: there was no coping to launch from; you can't work up the speed to take off as you would in the pool; and, it was very slippery and dangerous for landings.

Now, if you observed two women tearing their hair out, it would most likely have been Sally Anne Miller and Diana Line of the ISA as they were working towards a satisfactory solution. With \$500 on the line, the decision was made to hold the aerials in both the pool and the "washboard." There were 5 Northern California locals who competed on the washboard and the rest were in the pool — not exactly ideal

Pro Bowl Contest



Two foot of smooth air. Howard Hood.

GOODRICH

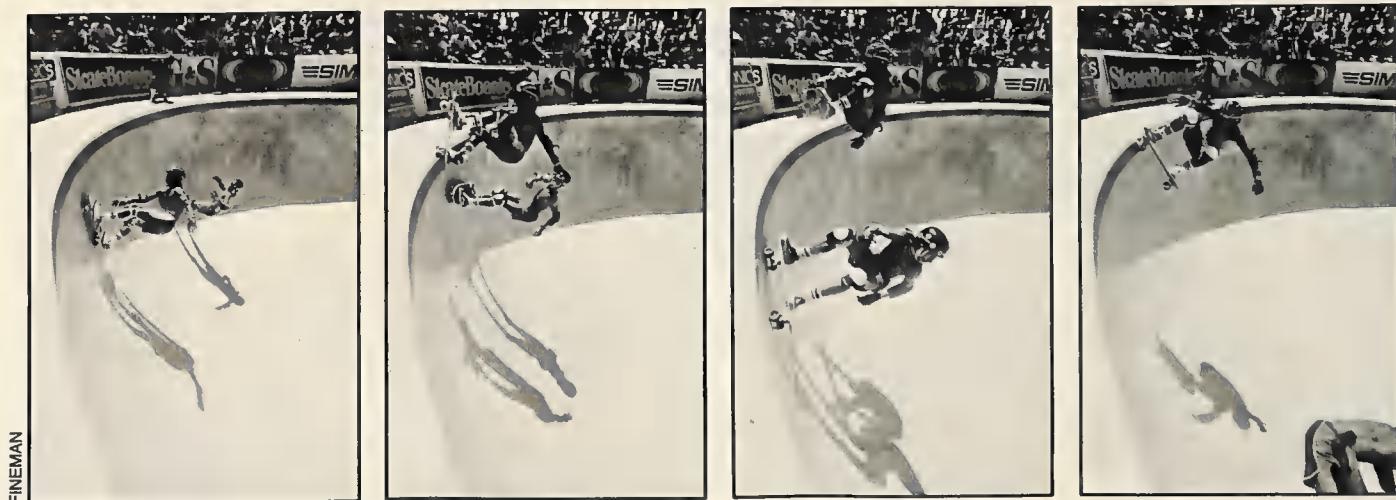


Frank Blood, defying the confines of the
railing for a 1st place tie in the asrat event.

GOODRICH



FINE MAN
Frank Blood critically streaks below George Orton's aerial for top honors in the Doubles.



FINE MAN
Longtime skate partners and able Doubles duo, Jerry Valdez and Darrell Miller.

but, still, a workable solution. A measured sheet of plexiglass was used to determine the exact height.

George Orton was the favorite and lived up to expectations except that he could not pull it off and land; so we found ourselves with a tie at 2'10" — David Ferguson on the washboard and Frank Blood in the pool. The next three places were also taken by those doing aerials in the washboard: Robert Schlaefli, Tony Carter and Mike George.

The next event, the cross-country relay, involved a lot of teamwork and, therefore, set the atmosphere for definitely healthier competition. The course ran over the full area of the park and challenged even the strongest of skaters. There were 5-man teams and each skater, upon finishing his run, would hand-off the baton to the next teammate within 2 red tape markers. The timing was done by electronic digital readout, courtesy of Bob Clifford with Chrondek. The critical differences in overall times became dependent on the tenths of a second gained or lost by each man on the team. Team G, with two of the best separate times (by Bobby Valdez and Garrett Chick), pushed them a close first over Team F, which finished just .27 of a second behind them.

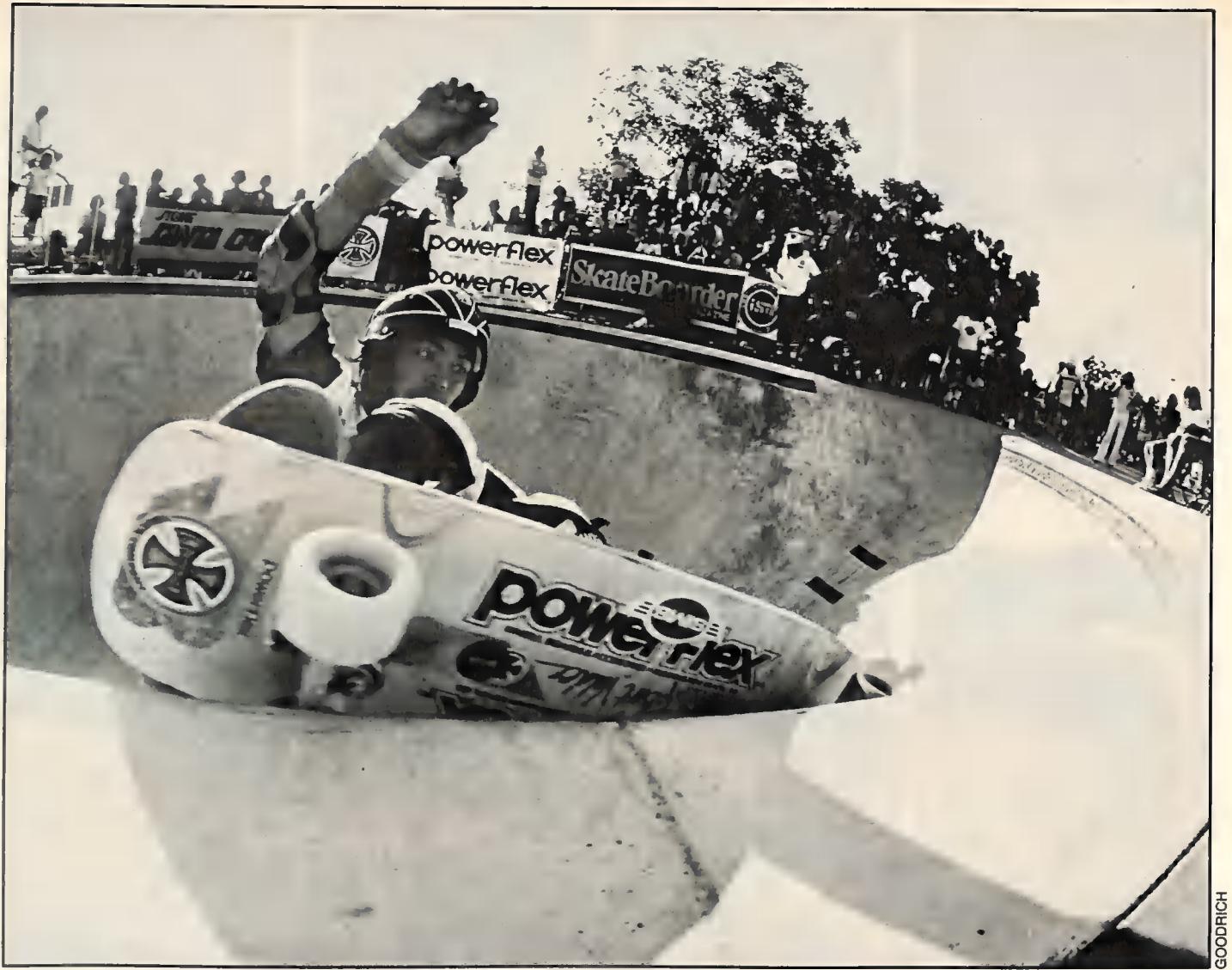
The doubles event was held in the pool and set the stage for some of the most aggressive, precise coordination yet to be seen in skating. From the first day, Blood and Orton seemed a hard team to beat with their close coordination and consistent coping antics. Hoffman and Ayres made a strong showing with their hair-raising close encounters but in

the finals they were passed up by an even more daredevil combination; Atchison and De Montmorency. Taking a strong 3rd place were Prieto and Marting, a couple of local boys, who managed to work the entire pool with lines so fluid you would think they owned the place. Blood and Orton stayed way ahead with a 20-point spread between 1st and Atchison and De Montmorency in 2nd.

The greatest spectator interest seems to be in the pool riding event, as this tests each skater's ingenuity and endurance in being able to out-maneuver the next guy. There is no doubt that the pool made this contest unique in itself; I believe it would have to be considered the most perfect pool built to date. Aside from the fact that the pool was pink, (yes, I did say pink), this pool stands out in that it is such a perfect bowl with smooth, even transitions and optimal surfacing (except for the fairly slippery drop-in). From the start, about 3 or 4 days prior to the contest, each skater found the pool to be perfect and I can't remember hearing one complaint — that's no small miracle, I assure you.

There was, however, some static over the judges, who were Stacy Peralta, Don Hoffman, John Davenport, Fred George and Steve Weston. The latter 3 being new to the area of judging were trained by Stacy Peralta, who was himself reluctant to judge, considering his desire to compete in the contest. (Needless to say, this makes him all the more qualified.)

A new judging system (which had a 100-point range) had



GOODRICH

Bobby Valdez, confirming his Northern California rep. (1st at Newark, 2nd at Winchester).

been decided upon — level 1 skaters would fall into the 1-20 range, level 2 would be between 21-40, level 3 between 41-60, level 4 between 61-80 points and level 5 was between 81-100 points. The majority of skaters were between 61-80 (or level 4), with the biggest concentration of points falling in the 70's. (Very close scoring!)

There was no doubt from the beginning that the skating was going to be heavy. The bowl was so perfect that no one had any handicaps; the pool was only a week old and everyone was on the same level. That meant you had to be ingenious in your routine; average just would not do . . . not in this pool. As a result, there were more aerials, slides, roll-outs and even a new maneuver by that master of the air, Chris Strople, with the Alley Oop.

Howard Hood was seen leaving the pool so much in either frontside, backside or hand-plant aerials that we weren't sure if he was in or out. The gnarliest, without a doubt, would have to be George Orton, as he pressed his luck for the "biggest bite" award. It was good to see a lot of faces from all over the map. Mike Folmer of Florida came in with some new lines and firmly established himself among the top skaters. Steve Olson, overall winner of the Hester series, took a little time to warm up but proved to be just as powerful on Northern turf as at home.

There was one surprise, though, when Northern favorite,

Rick Blackhart, had a comfortable 7th place in the preliminaries but did not show up for the showdown on the day of the finals.

Frank Blood, a steadily increasing force on the Sims team, shot to the top placing and stayed there to walk home with a 4th. Tim Marting from the start seemed a likely candidate for 1st, but he was in 3rd place at the end of the first day. It didn't take him long, though, with his consistent backside aerials and rock-and-rolls, before the judges placed him in first — hardly a surprise to anyone. Of course, Steve Alba, not to be confused with Tony Alva (though he does skate on Alva Skates), was skating out there like his life depended on it — sometimes it did, the way he was putting it on the line! Extremely powerful and versatile, he's come a long way since Upland.

There were incredible talents in that pool and everyone skated hot; but, as competition goes, someone is always at the top and someone is always at the bottom and you just shoot for somewhere in between. In spite of all the controversy about the judging system, the better skaters usually float to the top. I would definitely have to say that even though we may be stumbling along, and bulldogging all the heat that comes our way (physical as well as mental), there is really nowhere else for us to go but forward.

Winchester Highlights

by Craig Fineman

It only seems fitting that the first of I.S.A.'s Northern California Professional Bowl contests be won by the now-familiar Northern California skate star, Tim Marting. Tim's skating at times has been somewhat overlooked, but his tricks and unique skate style emerged from the mass at Newark and earned him a well deserved third place finish. Several weeks later, at the Big "O" contest, Tim was once again skating extremely well and looked to be in good shape going into the contest. As fate would have it, all of his hard work and efforts suddenly went swirling down the tubes as Tim was badly shaken up from a nasty fall attempting the infamous Rock & Roll.

Upon my seemingly late arrival at Winchester, it became severly obvious that the skating in this contest was gonna be red hot, and that deciding upon a winner or winners would be rather difficult if not impossible. I quickly surveyed several close acquaintances and found that the general consensus was that the bowl here was nearly flawless. The skaters liked the bowl and their skating surely reflected this.

The practice session opened Saturday morning around 9:00 AM and the entire field of entrants was blazing. After observing just long enough to get a good idea of who was ripping, I reached the following list of early-round favorites, or my pick to click. They were: Steve Alba, Brad Bowman, Tim Marting, Peter Gifford, Doug de Montmorency, Frank Blood, George Orton, Doug "Pineapple" Saladino, Steve Olson, Chris Strople, Bobby Valdez and Mike Folmer.

At this time I would like to award my personal stamp of approval to the following skaters and their "best new tricks." There were three skaters who showed us something new and, in no

particular order of merit, they were: Chris Strople — for his very inspiring "ALLEY OOP," (originally developed by Mike Folmer and Alan Gelfand) — Tim Marting — for a subtle move I decided to call an "AIR-HOP GRINDER" and, of course, his now famous "ROCK & ROLL" — and last but not least, was John Stephenson from Oxnard — with something we call a "BUNNY HOP ROLL-IN." (I'm sorry but space doesn't allow elaboration on these tricks and how they were used in the skaters' routines.) While I'm on the subject of awards I'll also present Saturday's "gnarly beef" awards to George Orton, Gary Herbst and Ray Ritter: "Happy hippers, gentlemen."

By the time we had reached the middle of Saturday's second round, the heat had managed to wilt a few spirits and the only spectators braving the solar energy were none but the hardcore, die-hard skate enthusiasts. Not surprisingly, the crowds got a little beefier as the sun slowly descended in San Jose's summer sky. An on-shore breeze late in the day was welcomed and greatly appreciated by all.

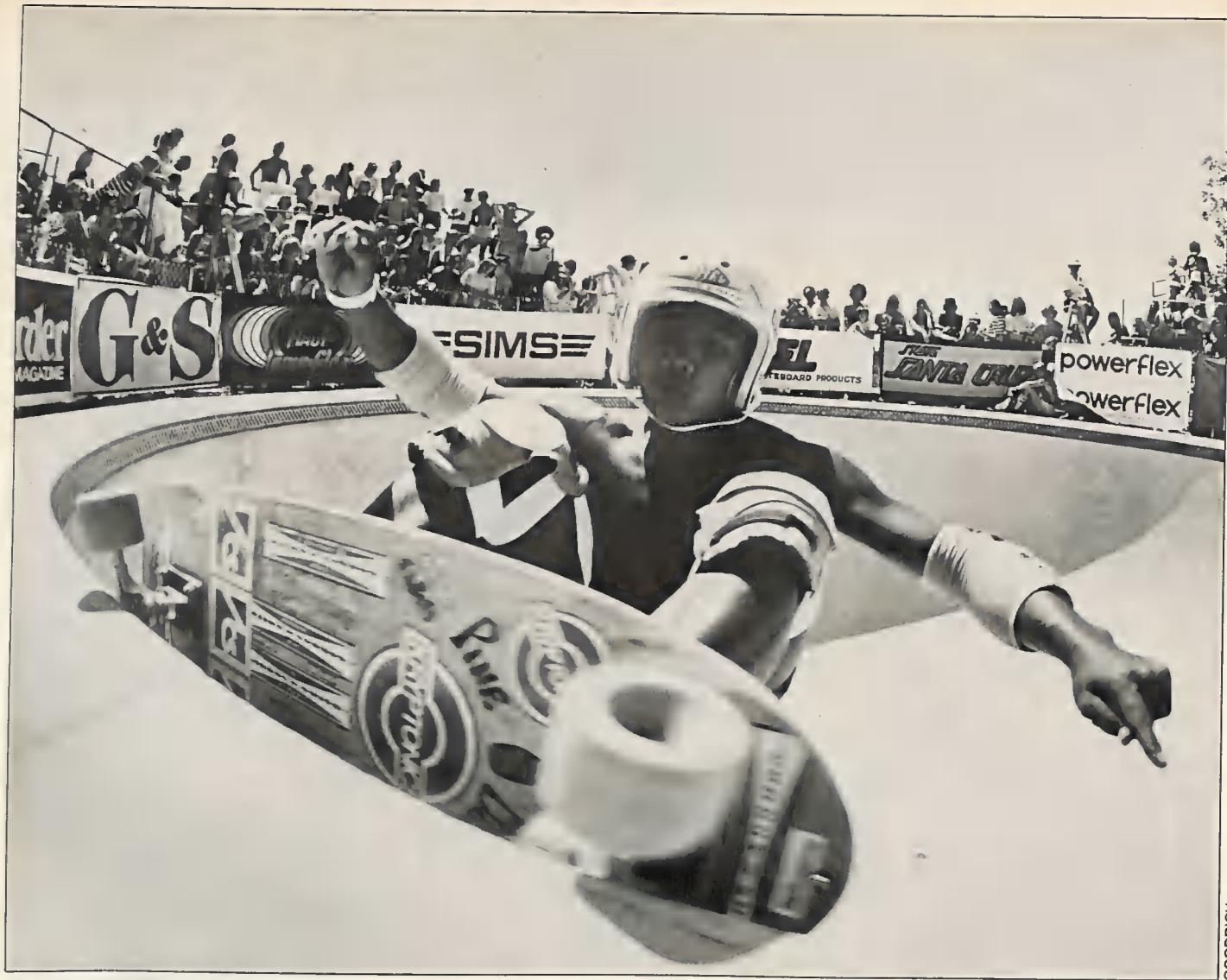
Sunday's dawn came rather quickly and the remaining sixteen skaters would this day battle it out for a \$1,000. prize and first place trophy. In order of placing, the sixteen finalists broke down like this: 1st Alba, 2nd Valdez, 3rd Marting, 4th Blood, 5th Orton, 6th Bowman, 7th Blackhart, 8th Gifford, 9th Hood, 10th de Montmorency, 11th Ritter, 12th Folmer, 13th Buck, 14th Saladino, 15th Thatcher, and 16th Olson.

In this reporter's opinion, John Stephenson, Chris Strople and Scott Parsons skated a lot better than they were scored and all three missed the cut by a few points. I wouldn't want to criticize the judging as it is an extremely difficult job that I personally want no part of.

The competition was intense all the way through and spectators enjoyed freestyle bowl riding, doubles, cross-country and a controversial aerial contest. Not to be overshadowed were the skate-ladies, who are really coming on strong in the shapely forms of: Teri Lawrence from Powerflex, Vicky Vickers now skating for Kryptonics, Diana Calkins of Hobie and Judy Kiyama representing Santa Cruz.

After the dust had settled we were down to the top four and collectively they looked like this: Tim Marting, who was casually entertaining the crowd with roll-outs and-ins, air-hop grinders, bionic backside airs, and of course, the rock and roll; Steve Alba, dubbed La Machine by Kirk Putnam for his straight, almost expressionless poker face (Steve used a wide variety of lines and mixed it up well with roll-outs, frontside airs, mean grinds and Alba's specialty, the tail block); Steve Olson, skating his first recent contest without a cast on his arm, was shredding. The bulk (no pun intended) of his routine is centered around a multitude of slide variations and is interspersed with frontside airs, grinders and vert reverts. Our last finalist was none other than Frank Blood, who this time superceded even his own bloating reputation. He skated the speed lines and blazed tail slides and two-block grinders, back and forth bionic front & backside ariels, roll backs and directional changes on coping. This foursome literally exploded with agressive skating and put on an incredible display of "overdrive" skating. That comes at the end of a long contest after who knows how many runs in the bowl, with the blazing sun pelting your body for hours on end, yet you still muster enough inside energy to forge ahead in competition with the finest skaters in the world today.





Fluid drive. Sixth-place finisher, Doug "Pineapple" Saladino.

H GOODRICH

RESULTS:

WOMEN'S BOWL RIDING

Freestyle

- 1st Teri Lawrence
- 2nd Vicki Vickers
- 3rd Deanna Calkins
- 4th Judy Oyama

MEN'S BOWL RIDING

Freestyle

- 1st Tim Marting
- 2nd Steve Alba
- 3rd Steve Olson
- 4th Frank Blood
- 5th Bobby Valdez
- 6th Doug Saladino
- 7th Brad Bowman
- 8th Kevin Thatcher
- 9th Doug De Montmorency
- 10th Peter Gifford

Cross-Country Relay

- 1st Team "G" Gifford, Miller, Chick, Martino, Valdez
- 2nd Team "F" Prieto, Hoffman, Fisher, Marting, Fisher
- 3rd Team "A" Alba, Saladino, Enos, Alba, Dunlap

Air-Freestyle

- | | | |
|-----|---------------------------------|-------|
| 1st | Frank Blood (Pool) | 2'10" |
| | David Ferguson
(Washboard) | |
| 2nd | — | |
| 3rd | Robert Schlaefli
(Washboard) | 2'9" |
| 4th | Tony Carter (Washboard) | 2'7½" |
| 5th | Mike George
(Washboard) | 2'6½" |
| 6th | Howard Hood (Pool) | 2'0" |

Doubles Freestyle

- 1st Blood/Orton
- 2nd Atchison/De Montmorency
- 3rd Marting/Prieto
- 4th Ayres/Hoffman
- 5th Blackhart/Thatcher
- 6th Miller/Valdez



GOODRICH

Fast rising Brad Bowman took 7th in Bowl Riding.

Very Badlander, Steve Alba.



GOODRICH

ROCKY M



Hotdog in paradise. Charlie Ransom, Breckenridge.

CASSIMUS



Local threat. Randy Smith — a sometimes unorthodox, always fast, practitioner.

LAFRIGO

IT RUSH

While Hutson's style is usually understated, his presence is always intimidating.



LARRICO



A.R.A. Rookie of the year, Steve Evans, Giant slalom, Breckenridge

A.R.A. #3 & #4

Aspen/ Breckenridge

by Bob Skoldberg

Aspen, Colorado, winter wonderland and summer playground, was the site of A.R.A.'s number three tour stop. Beautiful weather prevailed throughout the weekend and several thousand skateboarding aficionados showed to watch the action. Scheduled events were dual slalom and downhill. Slalom was the first event and the course was set in a residential area just off the main road running through Aspen.

Once again a ladder of the top sixteen racers from a field of twenty-four comprised the quarter-final group. The field was then narrowed to eight racers for the semi's, then four and, finally, two for the finals. The four finalists at Aspen were hardly unknowns. John Hutson was out in front, as usual, and stayed there for yet another first place. Charlie Ransom upset tight slalom favorite, Bob Piercy, and fought his way into second. My own battle was with Steve Evans for third place . . . and guess who got it? Actually, Steve made an extremely rare technical footwork error and was forced to abandon his board close to the finish (which cost him that race). It also deserves mention that on his way to second place, Ransom also defeated slalom great, Henry Hester. Henry was later heard to remark, "He'll pay for that."

The downhill was one of the most challenging events so far in the A.R.A. series. An extremely demanding hill was selected on the outskirts of Aspen. The course, over a mile long, featured several off-camber turns requiring much skill to negotiate, especially at over forty mph. Unfortunately, just after the first few runs, the race had to be called off (due to lack of crowd and traffic control). A.R.A.'s Cathey Ruh, one of the folks in charge of the event, explained that she had negotiated with

ARA PRO STANDINGS

(as of Breckenridge Race)

- 1st John Hutson
(Santa Cruz, CA)
- 2nd Steve Evans
(Upland, CA)
- 3rd Bobbi Piercy
(San Diego, CA)
- 4th Charlie Ransom
(Fontana, CA)
- 5th Brent Kosick
(Boulder, CO)
- 6th Randy Smith
(Dillon, CO)
- 7th Bob Skoedberg
(Mission Viejo, CA)
- 8th Curt Kimble
(Ontario, CA)
- 9th Jim Whalen
(Boulder, CO)
- 10th Carl Koomaa
(Santa Fe, N.M.)



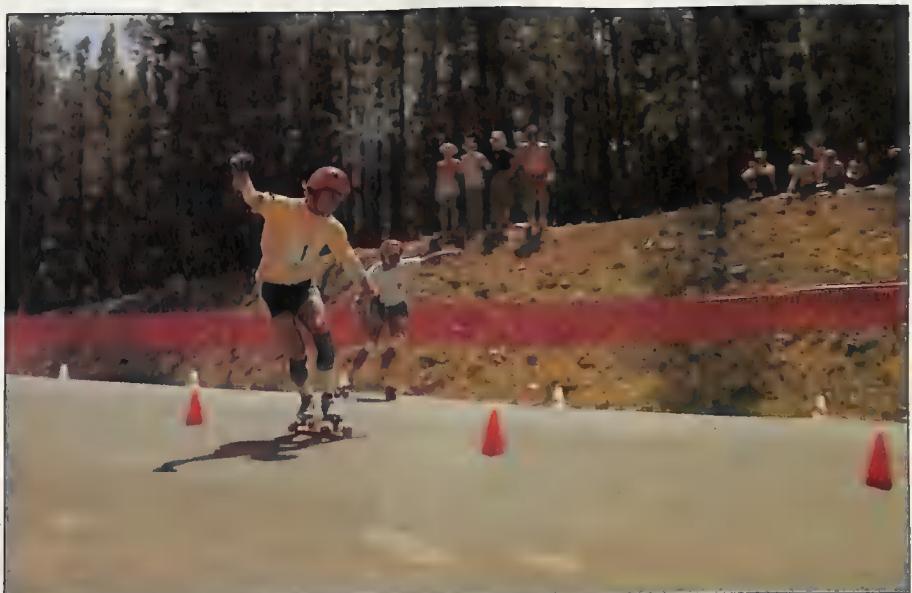
First place slalommer, Bobbi Piercy, shown in fine form at Breckenridge — though he also got the heatrise. Not only was the tight course much to his liking, but he was granted (by Gentleman Rummel) a second run on a disputed run.

the Sheriff's department to have the road alternately opened and closed for fifteen minute periods, to allow traffic to pass through. Contrary to this arrangement, the sheriff on duty only permitted the course to be open for five minutes at a time and, subsequently, the course was never clear of automobiles. This development, plus little or no crowd restraint, timing hassles and an understaffed A.R.A., forced the premature end of this event.

Another winter hot spot nestled at the foot of the Rockies was selected for the following race a few weeks thereafter. The Kingdom of Breckenridge, Colorado, hosted this giant and dual slalom race. Giant slalom came first. The course was one of those thirty-second-not-so-long-slightly-offset types where some speed is encountered. No ladder was used for this single-lane event, just two runs with the fastest single time advancing. The eight who advanced to the finals then saw their combined time of two runs determining their final placings. That lucky dog, John Hutson, took yet another first place, edging me into the second slot, followed by "The Bully," Charlie Ransom, in third and fellow Badlander, Steve Evans, in fourth.

The dual slalom was the fastest and longest of its type in the series. Over forty cones were tightly set for this one—just a few offsets at the top, then into a stinger for the remaining four fifths of the course. The top sixteen battled it out, eventually reducing the field down to eight and then to four. Bob Piercy had a good day and found himself alone in first place. Badlander, Steve Evans, wound up in second, followed by John Hutson in third and myself in fourth. Hutson, normally on top as of late, suffered a disqualification in the finals which he slightly contested, but to no avail. The starter and course watchers have tough jobs and sometimes are influenced by a racer's argumentative attack on a call. John, however, behaved like a gentleman and took the call in stride. The incident did prove the need for consistency in making D.Q. calls from racer to racer.

It seems that while Peter Camann and Cathey Ruh have put countless hours into improving this year's A.R.A. circuit, the job just can't be done by two people. The A.R.A. organization is staffed by a number of volunteer Colorado skateboarding enthusiasts who often work very hard without pay. Because of the shoestring budget, funds are not presently available to remedy the situation. Camann, an experienced ski race director, insists that once a sponsor or number of sponsors are found, things will greatly improve. Let's all hope for the best . . . next stop Dillon, the final race in the 1978 A.R.A. series.



A study in winning form. La Machine Originelle, John Hutson, and consistent challenger, Bob Skoldberg.

focus



Tony Alva: The Axle, Huntington Beach



CASSIUS

Photo by Cassius. Shot using a Canon 5D Mark II.

SkateBoarder®
MAGAZINE



Hirokazu free flight, 13-year-old Lambo
Hiramoto, Runway Skatetpark

CAS M S



Doug Schneider

CASSIUS



Doug Schneider



Wally Inouye, Del Mar Skate Ranch.

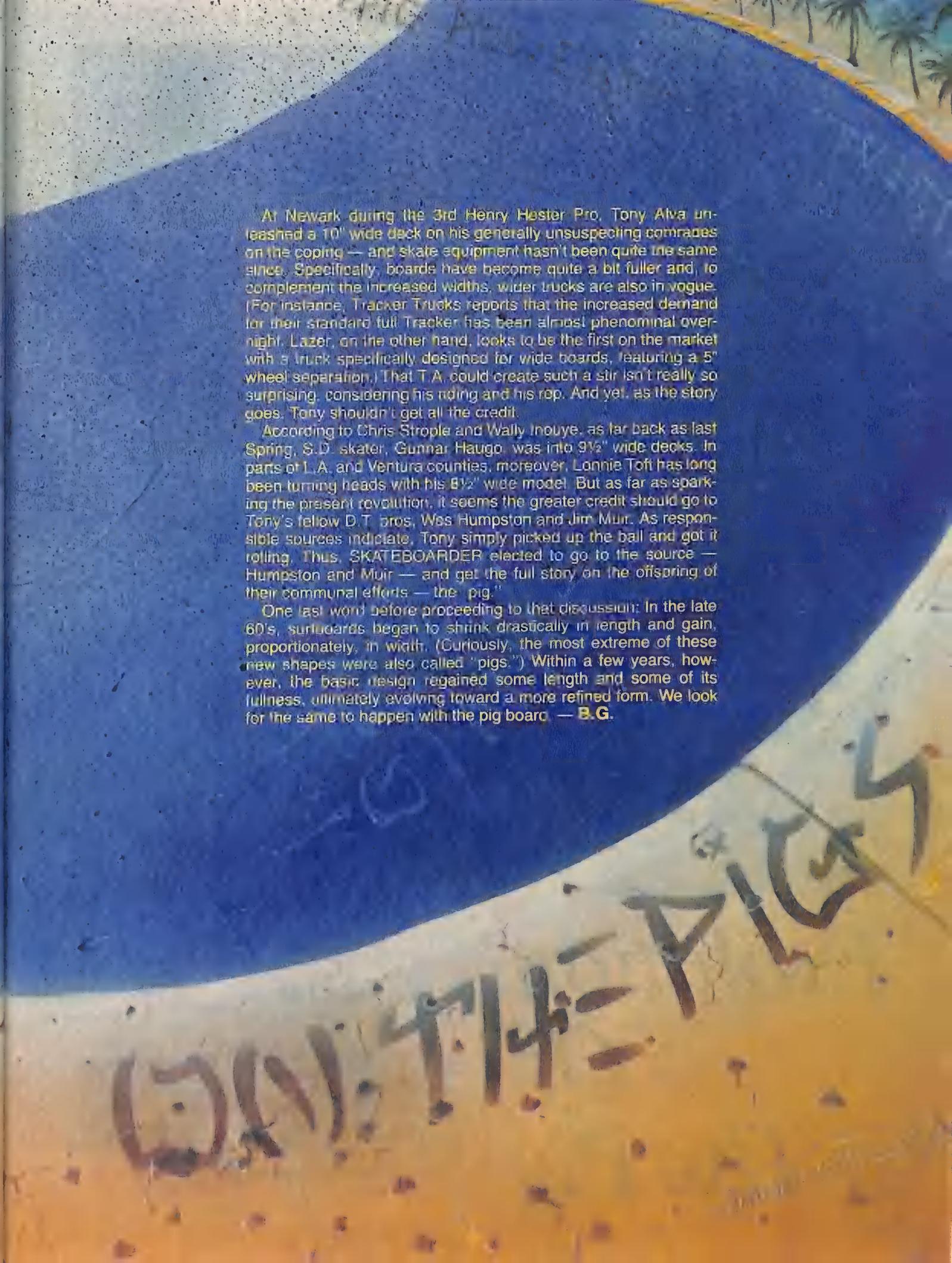
EDLER

CASSINIUS



Curt Kimbel, Breckenridge ramp, Colorado.





At Newark during the 3rd Henry Hester Pro, Tony Alva unleashed a 10" wide deck on his generally unsuspecting comrades on the coping — and skate equipment hasn't been quite the same since. Specifically, boards have become quite a bit fuller and, to complement the increased widths, wider trucks are also in vogue. (For instance, Tracker Trucks reports that the increased demand for their standard full Tracker has been almost phenomenal overnight. Lazer, on the other hand, looks to be the first on the market with a truck specifically designed for wide boards, featuring a 5" wheel separation.) That T.A. could create such a stir isn't really so surprising, considering his riding and his rep. And yet, as the story goes, Tony shouldn't get all the credit.

According to Chris Strople and Wally Inouye, as far back as last Spring, S.D. skater, Gunnar Haugo, was into 9½" wide decks. In parts of L.A. and Ventura counties, moreover, Lonnie Toft has long been turning heads with his 8½" wide model. But as far as sparking the present revolution, it seems the greater credit should go to Tony's fellow D.T. bros, Wes Humpston and Jim Muir. As responsible sources indicate, Tony simply picked up the ball and got it rolling. Thus, SKATEBOARDER elected to go to the source — Humpston and Muir — and get the full story on the offspring of their communal efforts — the "pig."

One last word before proceeding to that discussion: In the late 60s, surfboards began to shrink drastically in length and gain, proportionately, in width. (Curiously, the most extreme of these new shapes were also called "pigs.") Within a few years, however, the basic design regained some length and some of its fullness, ultimately evolving toward a more refined form. We look for the same to happen with the pig board. — B.G.

T.A. recently introduced his pig to enthusiastic Europeans. Harrow halfpipe, England.



MILLER

Evolution Of The Pig

by Don Sheridan

pig (pig) n. 1. A hooved mammal with short legs, bristly hair, and a blunt snout used for digging, esp. one of kind raised for meat. 2. A person regarded as being piglike greedy, or gross. 3. An equi-dimensional piece of laminated hardwoods resembling a small surfboard. Its width of 9 inches or more became a symbol of the progressive style of skateboarding in the latter 1970's.

— Webster's New World dictionary
1984 Edition

The wide board has come of age. It's an example of a unique co-evolution that exists in skateboarding today — one that has arisen between a rider and his equipment — a demand for something better. As bowl and bank riding have become accessible to greater numbers of skaters through the skateparks, the evolution of the basic tool — the skateboard — has kept pace by becoming wider, offering a more stable platform from which the player maximizes the potential of his performance.

Like many a wild child, the 'pig' was born out of rejection. By refusing to believe in the kentucky-fried status-quo of board design, the creative talents and visionary involvements of Wes Humpston and Jim Muir began searching the unknown aspects of deck design over two years ago. The offspring of their research — the concept of a functional wide deck of nine, ten inches or more — has become a free gift to skaters everywhere. For their efforts we are rewarded with a piece of matter that positively affects our shared experience.

The following interview is the result of a midnight inquisition that took place at Jim's house.

When did you first start making your own boards?

JM: About two and a half years ago, Tom Sims came up with a laminated board that was made by a water ski company; it was light and strong, but he decided that they were too expensive to produce, so we had to go somewhere else to get boards. Bob Biniak and I thought they were really good because they were so light. Wesley was shaping bellyboards and surfboards in Dogtown and just starting to make his own skates, so we got together and started sharing ideas and stuff, drew a few templates, came up with some boards and from then on we've been making boards together.

What were your original boards like?

WH: Our first boards were a lot thinner than the conventional boards of the time. We used the lightest and hardest solid woods we could find, experimenting with the maximum amount of flexibility. Our main goal at the time was to get them down to the minimum amount of weight; we were trying to get them down to a pound a board, but remember that these boards were still skinny so it was a realizable goal. We also played around with the kicktails; at first we'd take the kicktail off one board and glue it on another; we found a need for better tails so we started making longer boards with wider tails.

How did you come up with the wide board design?

JM: We didn't see the need for a wide board at first. What happened was a fluke. We'd take our last board and make a template by tracing around the outside edge with a felt pen; the overlap from the pen would give us about a quarter inch extra on each side, so the tails started getting wider and the noses started getting wider; that's how it started. Wesley was the first to recognize that the wider boards were working better; they were just more stable. I started getting into Wesley's boards with their new wide design and from there we started riding the wides all the time.

What else were you into at the time?

JM: On some of the original boards we didn't know about routing wheel wells, so I took my disc sander and ground down the rails to the center of the board trying to put more flex into the board. We were riding perfect pools at the time that didn't have any flaws in them at all. The flex was important because under those conditions, riding such perfect surfaces, the flex would give you spurts of energy. You could probably compare them to the new Kryptonics board because that's what it feels like. I was trying to obtain a controlled flex for certain situations.

Where were you riding then?

JM/WH: We were riding the same pools for long periods of time, so we could really wire in the board for the conditions. We'd go to the pool one day and come back with a new board the next. We were making so many boards that we



CASSIMUS

Ray "Bones" Rodriguez, hotdogging his new "wide" at Lakewood.



HARRELL

T.A., taking the pig to market. Burlingame.



ELDER

Jack Waterman, applying pyramid/pig power on a Toft design. Oxnard.

began to sell them; we were also learning more and more about the wood. We started to read the wood a lot better and found which woods worked under which conditions. It just kept evolving: everyday we'd learn something new.

What difference does the wood make?

WH: Originally, we used only solid woods because the first laminates were really dead — there was just no feeling in them, it was like riding metal, really heavy. If we had made our boards out of that original material they would have been really heavy (which is contrary to what we were trying to achieve). We wanted our boards as light as possible.

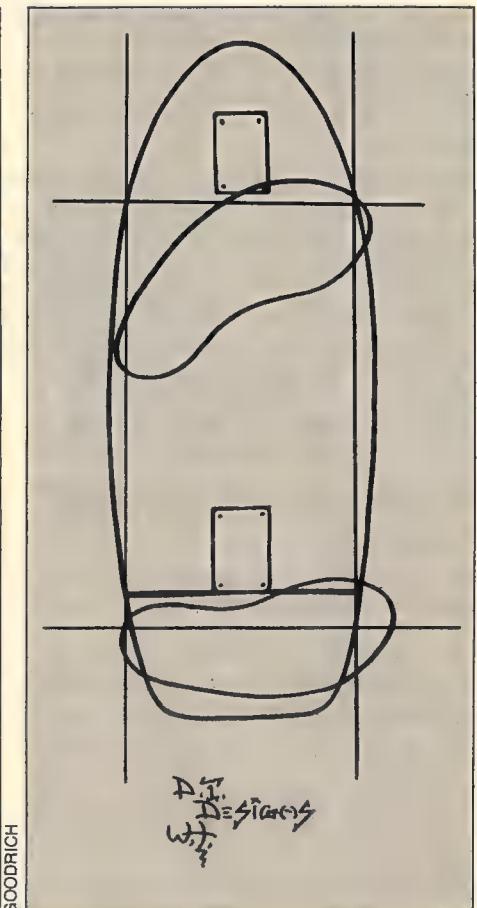
JM: We switched to laminated hardwood about a year ago when they started making blanks lighter and stronger.



New York's Kirk Hedstrom, cooking the pig.

Hungry Steve Alba was quick to switch to the wider equipment.

Concept sketch of standard pig by Wes Humpston. (Note approximate foot placement in relation to trucks.)



How does the placement of the trucks affect wide board performance?

WH: We try to get a balance in our board designs between nose, center and tail widths. There's a fine balance that's unique to each board, and that's what dictates truck placement.

JM: The only way you can balance a board is by knowing where your feet are going to stand on it [see diagram]. It tunes the stick for you, your carving style, your kickturning style . . . and it's different for every rider. A skateboard is designed to ride with your front foot behind the trucks. The rear trucks have to have the right position or it will make the front of the board heavy, not light under your feet. You might think the stick is bunk but maybe it's just that the trucks need adjusting.

WH: You shouldn't feel inhibited about redrilling your board if the placement doesn't seem right for you. The laminates are so strong today that it won't really weaken them. You shouldn't ride it if it doesn't seem right for you — you can always change it. If you're paranoid about holes, just fill 'em in with epoxy: it's stronger than the wood itself.

JM: Pre-drilled boards limit you from putting your own personality into a board. You shouldn't get stuck by buying a bunch of holes that you don't need. They won't work for you.

WH: You have to realize where your feet are on the board; that's what determines where your truck placement will be. You can't work against the Law of Leverage; make minor adjustments to find what works for you.

What kind of truck and wheel combination do you suggest?

JM: Tracker Full-Tracks are the widest trucks available right now for the nine and ten inchers. Wheels should come to the edge of the board. You can't use skinny wheels or wheels that stick out past the edge of the board; they have to parallel the edge of the board.

WH: You can use harder, faster urethane formulas with wide boards and you can also ride your trucks loose because of the stability factor. The looser your trucks, the more pivot, so you can really control some rad positions.

What makes wide boards work so well?

JM: For everything we design, we try to create something with more answers and less problems; it should flow for every person who rides it and allow them to put what they know into it.

WH: The lightest possible wood makes the ten-incher work. It's such a wide deck that it has maximum foot control; the most important factors are foot control, leverage and stability.

JM: The thing about a wide board is that somebody who doesn't know how to ride can get on it and it'll work; it will give him a progressive feeling because it's positive and stable. We try to design our boards for a good feeling.

WH: Another important factor is the shape of the board itself; it has to be balanced, it has to be full all the way through. It doesn't do any good to have a ten-incher with a skinny nose or tail, it has to be full all the way through, with the width kept between your feet, rounded off in front and behind. There's a lot of wide decks around that are wide in the wrong places, so just making a board wide doesn't mean it's gonna work.

How do wide boards relate to the Dogtown style?

JM: The Dogtown style of riding is surf-oriented. The amount of performance put out is to make you look aggressive but under control; it's a kind of aggressive/non-aggressive thing. It's a perfected style of riding, something that's not jerky; it's maximum performance with minimum effort. The DT style is what people saw in the magazine and it's changed the basic awareness of what is possible on a skateboard. Long before most did their first frontside grin-



FINEMAN

Tim Marting, posing with his contest-winning Northern California porker.



GOODRICH

Darren Ho, turning loose his hybrid Island species. Escondido.

der, somebody from Dogtown had it wired, and that's what made people aware that they could do it, too. People from DT aren't competitive, but together they create an energy that promotes better style and better design.

WH: Now our ideas are going into parks, boards, wheels: the whole thing. It's turning into the DT Experience not just the DT Style. It's a little creativity, some good promotion, and a lot of show biz. But, basically, we show people why it works, an energy that makes things better; it turns them on and makes us feel good for having a little something to do with it.





John Tesoriero

16 Years Old, Rides for Edwards — DHD

On the surface, the Australian skateboarding scene has been very quiet for the last 2 years. From its position as the first major country outside the States to experience the mid-seventies skateboard boom, Australia is now one of the last countries in the Western world to have commercial skateparks. John Tesoriero is part of a dedicated band of skaters to have survived the drought and improved despite all the obstacles that officialdom has thrown at them. With the revival of the skateboard scene in Australia, John has put himself in a prime position to take full advantage of it. At 16 years of age, he has sufficient maturity to know where he wants to go and the skills and enthusiasm of youth to get him there.

John began skating in 1975 when his cousin bought one of the first Bahne Superflexes to enter the country. By September, 1965, when the competition scene began to heat up in Australia, John had become a fairly accomplished all-round skater. The next few months saw John and his friend, Gary Bird, emerge from relative obscurity to consistent high-place competitions in every contest around Sydney.

This sudden rise to the top came as no surprise to most of us in the scene, since John's brother Vince was very largely responsible for bringing to Australia skating greats like Russ Howell and Stacy Peralta. Stacy spent most of his stay in Australia with Vince, so virtually every night was a rap session, with John and friends learning from the master. When he finally returned to the States, Stacy left behind a little piece of Dogtown on Sydney's North Shore. Surfer Rory Russell has watched John skate on his last two annual trips Down Under and has been amazed at John's high level of ability, considering the lack of hot spots to skate and the isolation from the influences of the West Coast.



John, local force in Australia's second resurgence into the skate world.

As a designer, John has come up with a number of interesting shapes, often preferring his own equipment to commercially made gear. He was producing laminated rocker boards in his backyard before anyone else in the country had thought of them, no doubt due to the Zephyr influence introduced to him earlier by Stacy Peralta. Currently he is acting as a test pilot for Edwards-DHD (makers of skateboards, trucks and wheels) though he is continually experimenting with other equipment whenever he is able to get his hands on it. His quiver includes decks by Alva, Shogo Kubo, Z-Fix, DHD Rocktails, trucks by Edwards, Tracker and Gull Wing, and Edwards wheels.

Like most of Sydney's top skaters, he travels over a fairly large area

searching out the few top spots available. His favorites are the Boat Ramp and a private spot called Verticals in the backyard of a local skatepark entrepreneur. His total commitment frontside snap cutbacks at Verticals are beautiful to watch, leaving everyone, including the few visiting Americans who have seen him, totally amazed.

With the opening of Australia's first big commercial skatepark imminent, John is making moves to become one of Australia's leading professionals but on his own terms. "At the moment, I just want to skate around, score some money and just have fun." Sounds like every skater's dream . . . and John has the ability to make it come true.

DAVID HILL



*Working local terrain to the fullest. Verticals,
Sydney.*



Charlie Ransom

18 Years Old, Rides for Astral

Charlie, also known as "Crazy Man," is settling down to serious competition this summer as he is participating in Another Roadside Attraction's Colorado racing circuit. Along with other noted Badlands racers, Steve Evans, Curt Kimble, and Harvey Hawks, he is being sponsored on the circuit by Astral Wheels. While staying in top contention, Charlie states: "The racers have greatly improved, which is making the competition intense, but that's how I like it. That's what makes it fun. The Colorado racers are really good and I hope they have a chance to come out here and compete."

One of the Badlands "originals," Charlie has now shown to the skating world his aggressive, attacking slalom racing prowess. Not as well known but just as intense are his pool and pipe riding capabilities. Often arrogant — or, as Charlie would say "self-confident," — he has been more than able to back up his words with his skating ability.

Magnolia Elementary School grounds in Upland is where Charlie learned to slalom along with his best friend, Steve Evans. "Steve taught me how to go fast. I call him 'Coach Speed,'" Charlie laughs. For Charlie, like most of the other Badlands boys, the fabled "L-Pool" was his vertical awakening. "It was a great pool — free and laid back, but so intense it forced you to get aggressive." The Baldy Pipeline was his watering hole for pipe riding and he still craves the good old days, before the tar, when it was totally ripable. "Carving is my thing. I like to go fast. I know I have the work on air-borne but I had a bad ankle and it slowed me down." When asked who most influenced him during those early days, Charlie doesn't hesitate: "ALVA! I like his style." . . . which brings us to the old controversy of which area has the best skaters. "I'm not down on skaters from other areas; we have so much in common that I feel a kind of



CASSIMUS

Charlie Ransom (foreground), a strong contender on this year's circuit.

brotherhood." However, Charlie feels that the juice is in the Badlands now and that we will be seeing hot skaters the likes of Mickey Alba following in the footsteps of the current rippers.

On the subject of equipment: "It's Ick Sticks all the way for slalom-racing!" Charlie affirms loudly. He thinks Tracker Trucks work the best for him, especially for pool riding. Speaking of pool riding, he says the Badlands/Pools and Casters are his present ripping sticks. "For slalom racing there are several variables — I use whatever works best for the course I'm riding. In pools Astral has me riding a proto-type wheel which I feel works as good as any wheel on the market." On the subject of the new wider boards Charlie comments, "I can see up to 9" maybe, but I prefer 8 to 8½" widths — they give me more control."

Charlie, being one of the better

skaters in the area, was a natural to be consulted when the Pipeline Skatepark was in its formative stages. In fact, he worked on the actual construction of the park. After its completion he was heard to say, "Now that it is completed it is really rad, but I never want to see another rock or shovel again!"

In discussing how the changes of the past year have made a future in professional skateboarding possible, Charlie soberly somewhat from his usual ebullience and says, "I owe a tremendous amount to my girlfriend, Michele. She stuck with me through some pretty tough times, but I think we've pretty well got it together and things are starting to look good now."

Charlie would like to add: "This time I hope they spell my name right . . . R-A-N-S-O-M!"

DON HOFFMAN



Charlie is among the most versatile of the top slalomers. Breckenridge ramp.



Randy Smith

27 Years Old, Rides for ACS/Turner/Kryptonics

"I like to go fast in skating and skiing. I like the motion . . . it's just a good feeling."

Colorado slalom racer, Randy Smith, does go fast. Third in last year's Catalina Classic, fourth overall in the '77 Another Roadside Attraction Pro Tour, he lead off this year's initial A.R.A. race at Lakewood, placing third in both the giant and dual slalom events for an early advantage in total points. "I started off like a rocket!" Randy admits. Since then he has been hovering around fifth in the A.R.A. standings, making him the top-rated Colorado racer in the series and, considering some of the undisputed giants who are competing again this year (Hutson, Skoldberg, Piercy, Hester, et al.), a lethal rocket at that. It's almost a modern-day David and Goliath story . . . except for the fact that Randy is a well-built six-footer and, if that isn't enough, his growing reputation is.

Originally from Virginia, Randy first latched on to skating there in the mid-60's. Curiously, it was freestyle which attracted him and continued to hold his interest over the next decade. "I kept on freestyling over the years, off and on. Then the urethane wheel happened about four years ago up here [Colorado], and I thought freestyle was where it was at for me. But there was no way — I wasn't good enough."

After putting in two years at Colorado State University in Fort Collins ("I did a lot of skating there . . . They had some nice concrete ramps around the stadium"), Randy moved to the more mountainous area of Ptarmigan, where he took up carpentry — and downhill skating. "Not until I moved up to the mountains did I start going fast. Like Loveland Pass, a favorite cruising ground; it's where we ski, too . . . you can skate for a good 12 miles downhill."

Last summer, this region also gave rise to the A.R.A. and a lot of enthusiasm among



CASSIMUS

"The racing's hot!" Randy's part of the reason why.

competition-oriented skiers. For many, it was the perfect off-season complement. Randy, who had been ski racing NASTAR (amateur), immediately caught the skate racing bug and surged ahead of the pack. "Just being on a board for a long time helped me to be good at it. So I kept going on it, kept working at it . . . I had to work a lot!"

Randy feels that the success of his technique has to do with his ski background, though he remains receptive to other approaches and adaptable to different courses. "Tight slalom is kind of related to skiing . . . Pretty much a parallel stance; my feet are generally off-set a little bit. I try to keep my upper body perpendicular to the fall line, and try to avoid too much arm movement ('cause I think it gets in the way). But when I get into more open

courses, GS and such, I definitely open up, do more of a surf stance. Basically, it's different stances for different courses."

Likewise, Randy advises varying equipment according to terrain. For skiing he usually prefers Head Skis (190cm to 205cm) and, occasionally, Yahoos (180cm). His skating quiver consists of three similar foam-core and fiberglass Turners, differing only in the amount of tail and nose cutaway and in stiffness. "I like something stiff that pops back quickly. I get much more speed and rhythm out of it." Rounding out the unit are ACS Super Lites ("lightness helps") and Kryptos. "I usually use the fastest wheels I can on the front," he offers, "and, depending on the course, a stickier wheel in the back."

Now that Colorado is beginning to breed other fully committed and proficient racers — like Jim Whalen and Brent Kosick — in Randy's eyes the local future of skateboard slalom is generally bright. "I think it will keep going just as long as we keep the program [A.R.A.] going. They're running a good show . . . the crowd likes it just as much as half-pipe and pool riding, I think. There's just not enough money in it right now."

Fortunately, Randy's future goals are flexible enough to handle whatever comes down. "I'd like to make something out of skating. If that's not possible, I'll turn to carpentry or something else. I just pretty much want to live comfortably and enjoy life." But no matter what happens, Randy has no intention of giving up skating.

"I like physical things, especially flow-motion sports like skating, skiing, surfing — I just picked that up last time I was out to California; I love it! But I do want to keep skating. I really dig the racing, the intense energy . . . If you can make a living from it, too, all the better."

BRIAN GILLOGLY



"The Colorado style is definitely closer to skiing."



A true second-generation freestyle professional. 180 kick-flip. Paramount.



CASSIMUS



Matt Barden

16 Years Old, Rides for G & S Fibreflex

It was one of those hot summer days of practice and I could hear the sound of other wheels coming closer. It was a special day to have meaning for the future because the wheels approaching were those of Matt Barden and his skating partner, Steve Day. They began to ask questions about other riders and skating techniques. It didn't seem like anything special at the time but their devotion to the sport was about to carry them into a new lifestyle.

That was a little over two years ago; now they are the ones being asked the questions. Their willingness to learn has lifted them to the height of skateboarding ability in their field. Matt entered the UASA competition circuit throughout Southern California and competed against the top riders during a dozen contests in 1977-1978. When he left the circuit to join the ranks of the Pro riders, he was rated Number One in his age division for freestyle. His first Pro contest at Oceanside in June, 1978, awarded him 2nd place against the top pro skaters in the world today. His disco dancing background gives

him a natural flair for showmanship and he always leaves the audience yelling for more.

His parents didn't know what to make of his new interest in the sport at first; but now they are behind not only Matt but their other two sons, as well. The entire family skates and may produce more than one dominating skater.

Matt's abilities on a board are not limited to the freestyle arena. His overall aggressiveness adapts to banks, pools, and slalom.

Matt's Competition Record:

- 1) Los Alamitos Contest, 1976
2nd Freestyle and 1st Slalom
- 2) Cal State Championships, 1977
2nd Freestyle
- 3) Magic Mountain-Hang Ten, 1978
1st Freestyle
- 4) Oceanside Pro Contest, 1978
2nd Freestyle

Obviously, he is a hard man to beat. His control on a skateboard seems to have drifted into his general outlook on life. Unaffected by the instant stardom that he has achieved, his relaxed smile can always be seen in a tension-filled

crowd of competitors at any contest. His first month as a Pro earned him over \$2000 — which makes it easier to understand his groupie following.

Matt feels that "Freestyle is the most expressive form of skating and you can stoke a crowd anywhere." His favorite skaters include the Howell Boyz, Ed Nadalin, Rod Fukumoto and Masami Countryman. Others he respects for their styles outside of freestyle are Steve Olson, Arnie Hogue and Greg Taie.

Matt rides a 28" G & S Team Rider in freestyle and a 30" on banks and in pools. Kryptonite Wheels and ACS Trucks are likewise favorites. Matt is particularly conscious of the weight factor: "Light equipment gives you fast, precise footwork" . . . and Matt is obviously one who should know.

"Skating is the best thing that's ever happened to me. You learn a lot from watching your friends and just talking about riding. Whether you like pools, slalom or freestyle, skating is a great learning experience."

RUSS HOWELL



EQUIPMENT RAP UP



BOLSTER

Original Rampage.

ROAD TEST:

RAMPAGE RAMP PLANS

Rampage Ramp Plans give parkless skaters a high-performance solution to their radical terrain needs. Three designs are available: $\frac{1}{4}$ pipe, $\frac{1}{2}$ pipe (20' Diameter) and a lip slide/slalom take off ramp. The plans are modestly priced at \$13.00 each. Plan layout is good, boxes are provided that itemize all wood that will be needed and what lengths to cut each piece. Each piece of the ramp is numbered and well cross-referenced in the instructions. Instructions take the builder through step-by-step construction procedures. The plans have excellent illustrations, including many detailed drawings of important joints. Also supplied is a full-size template of the major curve to insure accurate cutting. The builders estimate that one of their $\frac{1}{2}$ pipe ramps would cost about \$300 to construct at current California building materials prices, yet they point out that this can

vary according to prices of materials in your area. The designs are well engineered and ramps built from their plans have proved very durable.

C. HESSELGRAVE

CASTER SKATEBOARDS

Inouye's Pool Service Model,
Chris Strople Model Series III

Caster Skateboards has two new models on the market, both of which are top notch. The recent addition of Tom Inouye to the designers staff and team has resulted in the Inouye's Pool Service model. Available in two lengths (29" and 31") the IPS Models have a cut-out in the outline shape to facilitate rail grabs for air time. Tom's boards also have the same flex or "boing" found in all Caster boards which seems to give them extra punch in bowl riding. For the average skater, the 29" length is best suited to small pools. At a width of

$8\frac{3}{4}$ ", these boards provide solid footing without being "tanks." The new Chris Strople models (Series III — 30") are also $8\frac{3}{4}$ " wide but with an add-on kick tail (instead of bent wood as in the Inouye model). I personally like the feel of an add-on kick better than a bent kick, as it seems to hold my foot better.

The technique that the Caster Company uses to add the wedge to the tail is good, utilizing a super glue and steel staples. I have not seen any of their tails come off. All the Caster boards are relatively light in weight (average 2 $\frac{1}{2}$ to 3 lbs) yet extremely durable. Their strength is attributable to their unique fiberglass-maple construction developed by master laminator, Ken Watson, who works exclusively with Caster. Watson has been working with skateboard laminating techniques for over three years and it shows in the good quality of the Caster line. The boards price out in the low \$30.00 range and are a reasonable buy.

C. HESSELGRAVE

HINTS:

MOUNTING YOUR TRUCKS

Every time you buy a new board or trucks or both, the problem of how to attach the trucks to the board presents itself. Properly mounting your trucks is either something that you care about and do properly or it isn't. It's as simple as that. There are some skaters who can mount their trucks by eye (like Tom Inouye) and it doesn't seem to bother them in the least — either with regard to performance or aesthetic appreciation. On the other hand, there are perfectionists (such as myself) who feel that the few extra minutes that it takes to do the job correctly are well spent. If you are one of those skaters who feel that you can get away with a less-than-perfect mounting, and that whatever primitive methods you use are sufficient for the results that you desire . . . well then, that's just fine with me, and you might as well not read any further. If, however, you are one of those skaters who are convinced that mounting your trucks might just as easily be done correctly and that the slight edge you will gain is worth the extra efforts and minutes, then I'll tell you how you can mount your trucks straight.

The obvious advantage of mounting your trucks straight is that the board goes *straight*, and turns as easily front-side as back-side. When I mount my boards, I also keep track of how far up and back my trucks are and roughly what my wheelbase is. This makes your board a lot easier to change if you were less than satisfied with a previous positioning. I find this especially helpful in these days of wider and wider boards since it makes it easier to adjust to a new board if your truck placement is basically the same as on your old skate.

As you may have already suspected, there are a few things that you will need to mount your board, most obviously, a board and trucks; a little less obviously, a drill motor, a drill bit, a yard stick that is in fairly good condition (the metal ones are really D.K.) a good screwdriver (which should match the type of screw head you choose, either Phillips or standard), a socket wrench, (or, ideally, a nut-driver — most mounting nuts are $11/32"$, which are the ones that I am talking about in the article), a pair of pliers or vice-grips, a center-punch (or even a nail), and, finally, a pencil. Some of these things you might just happen to have lying around the house and, if not, it is an easy matter to beg, borrow, or steal them from the neighbor's garage.

The first thing that you need to do is



Gregg Ayres — a critical eye on equipment.

to find the center of the board close to where the front truck will go and mark it with a pencil (you should do this on the bottom of the board since you will be drilling from the bottom); then do the same thing with the center of the board where the rear truck will go and connect the two marks with a line, using the yardstick as a guide. This is your center line. With some trucks there are obvious center lines right on the base plate itself (flashing marks or cast corners). With these plates all that you need to do is to line-up the center line on the board with the center mark on the plate and take off. If you have one of these plates lying around you can use it as a marker to help you place holes for any type of truck, but you can just as easily measure the width of the baseplate just like you did the board (front and back, again) and find the center and draw a line. Be sure to extend the line around the edge so that you can still see it when you lay the plate on the board. You only need to measure one base in this way as you can use it to mark both front and back.

As I have already said, lay the base plate on the board and align the center lines on both. Draw circles in the holes of the base plate to indicate where to drill. Use a center-punch or nail to start or set the hole (this will keep the drill from slipping around as it begins to cut). After marking your holes in this way, you are ready to drill. I recom-

mend that you choose a drill bit that is slightly smaller in diameter than the bolt (for instance, I use a #22 drill bit for $8/32"$ screws). This keeps the nuts from loosening so easily and, if you're lucky, you won't have to hold the screws to tighten the nuts later. I have found that it is best to drill from the bottom of the board, as this allows for that basic human inability to drill perfectly straight holes (without the aid of a drill press) and also allows for easy alignment and fit even when the holes aren't exactly straight.

After drilling, begin to put the base plates on. Do not tighten the screws or nuts all the way at first: Get them snug, but still loose enough to move. Set the yardstick on both sides of the plates to make sure they are completely straight. If they are, then crank down and get the nuts nice and tight (but not so tight that the bolt breaks). I recommend using screws that are at least $1\frac{1}{2}$ " longer than necessary; this way you can grab them with the pliers or vicegrips and snap them off flush after you put the nuts on. This is rather important as you know if you have ever caught your glove on a screw when you were doing a tail tap.

You should be ready to go now. One last word: Always check the nuts on your base plate after heavy use to make sure they're still tight — even lock nuts can loosen up.

GREGG AYRES





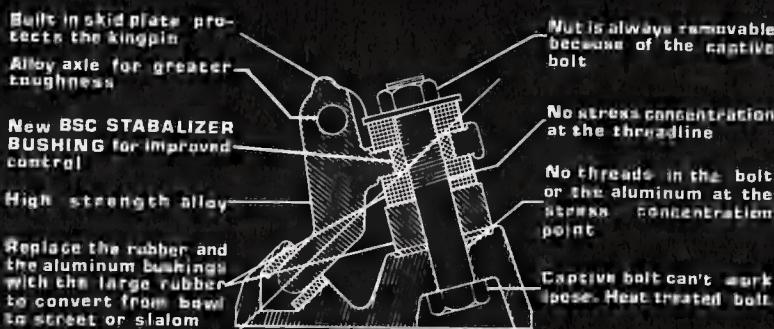
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JIMMY PLUMER - Airborne
Photo by Glenn Friedman

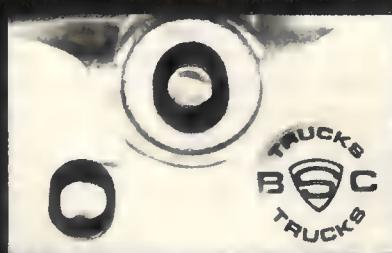


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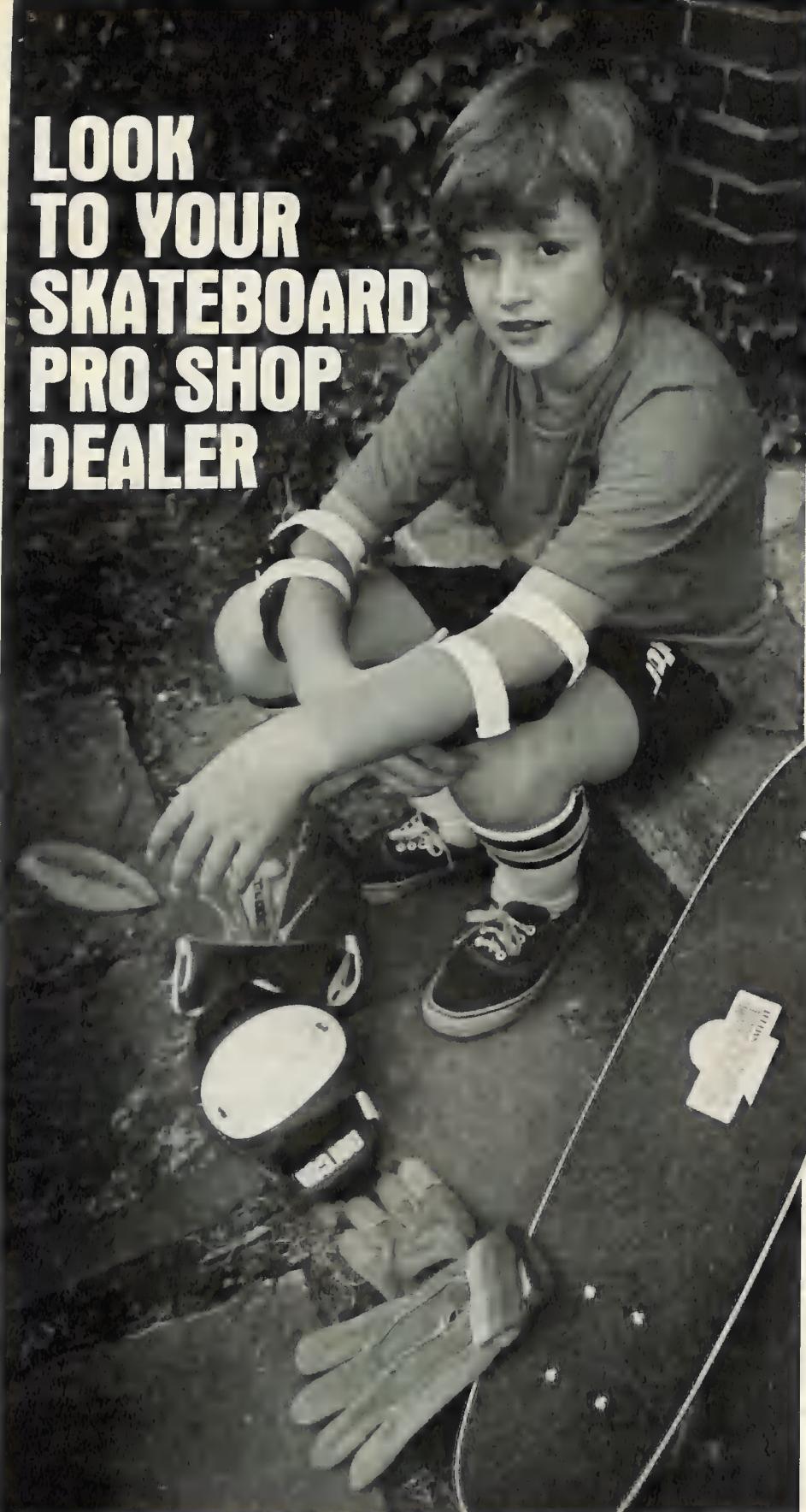
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"Roller Mania"

PART I

by Mary Horowitz

Skate Control Central originally intended a simple update of the 'good old' American sport of rollerskating. Renegade rollermania had begun to invade skateparks with growing frequency and their increasingly outrageous eight-wheeled moves were drawing the attention and admiration of even the most carnivorous and territorial of skate dogs. Other evidence of a renewed interest in rollerskating was appearing everywhere: In the street and on the strand, people of all shapes and sizes are finding gliding preferable to walking; gossip columns gleefully report on famous persons who have caught roller fever; and television, magazine and billboard advertisements use skates to sell everything from dishwashing liquid to soft drinks and cigarettes. Rollerskating has infiltrated the entertainment industry — or, perhaps Hollywood has infiltrated the rollerskating industry? — through movies, concerts and song lyrics. And the beat rolls on.

Whenever a new idea attracts such heavy media

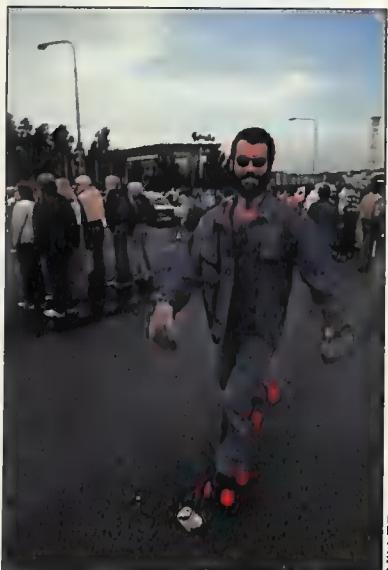
hype, it usually indicates two things: First, it's already a popular phenomenon to which vast numbers of consumers relate; and, second, it's going to get bigger — both a cause and an effect of media attention. What at first looked to be a simple task of taking another glance at an established pastime-come-downhill-thriller grew and expanded beyond what we expected. In a way, the escalation of this task parallels the growth of the sport: It is bigger, more complex and multi-faceted, and holds incredibly more potential for development than its superficial appearance indicates. There is far too much happening, in fact, to do justice to the subject in a cursory treatment. Therefore, in this first part we'll take a broad look at rollerskating, past and present, attempting to provide a general overview indicating various aspects of the sport. Part two, in our January issue, will handle more detailed information on modern rollerskating with interviews, market and equipment evaluations, etc.



(left) Bird of play in free flight. Fred Blood. (above) Fashion with a passion for a colorful sport.

W.G.D.

The pause that refreshes.



MILLER

Around the world on 8 wheels. Europeans do it on rollerskates, too.



L. COHN

Suzi Skates, hard at work?!?



CASSIMUS

John Hawthorne, "The Devil," puts one foot over the line.

Anything that can be done on foot can be done on wheels . . . at least, in San Francisco.



M. GOLDMAN

Some hard-core skateboarders will undoubtedly wonder, 'why rollerskating in SKATEBOARDER?' Actually, the two sports are closely related and mutually complimentary. In a way, rollerskating is the father of skateboarding. In the early days, roller skate trucks and wheels were used to produce the first skateboards. Skateboarding technology pulled away from the roller industry when equipment especially designed for the new sport was developed. Now, in turn, the skateboard industry is largely responsible for rejuvenating rollerskating. Technological improvements in wheels and trucks are being shared and the miracle of urethane is working its magic for rollerskates much as it did for skateboards.

The perennial rollerskating market is solidly based in the 4,000+ rinks nationwide (represented by the Roller Skating Rink Operators Association) and the Big Three suppliers — Chicago Roller Skate Company, Sure Grip International and Roller Derby. (Rinks alone are already over a billion-dollar-a-year industry.)

No one could ignore the portentous rumblings; something is happening on wheels. Just what it is . . . and why . . . are the real questions. First, rollerskating has always been popular. It's been around, on and off, for over two hundred years now, so it must offer something of lasting appeal. At the most basic level, rollerskating is fun, easy to learn, good exercise, inexpensive transportation and relatively safe, a sport which can encompass everyone everywhere. But there's more to it.

**"I NEVER KNEW YOU,/YOU WERE
A ROLLERSKATER. . . ."**
— STEELY DAN

Street skating is undoubtedly a major influence on the current revival of interest in the roller sports (as is its close relative, skateboarding). Though millions of Americans have been getting down on skates over the last four or five generations, they remain next-to-invisible to the non-skating public as they roll by the thousands behind the blank walls of the roller rinks. Taking it to the streets has brought the sport into the public eye once more, exposing everyone to the wonders of flying wheels.

Not only does modern sophisticated equipment allow maneuvers and an ease of learning never before possible, bringing skaters outdoors opens up a myriad of new possibilities for their enjoyment. The expanded environment offers everything from the mellow beauty of the naturalistic landscape to the awesome challenge of getting airborne off-the-lip in the futuristic spacescape of the skateboard park. Roller ragers like Kenny Means can execute most of the tricks skateboarders



Linda Ronstadt, rolling if not rocking, on Road Skates Internationals. Photo: SHEA (Courtesy Asylum Records)

Blood rides his Oak Street Skates surf-style (side stance) at Skatepark Paramount's Vertibowl.



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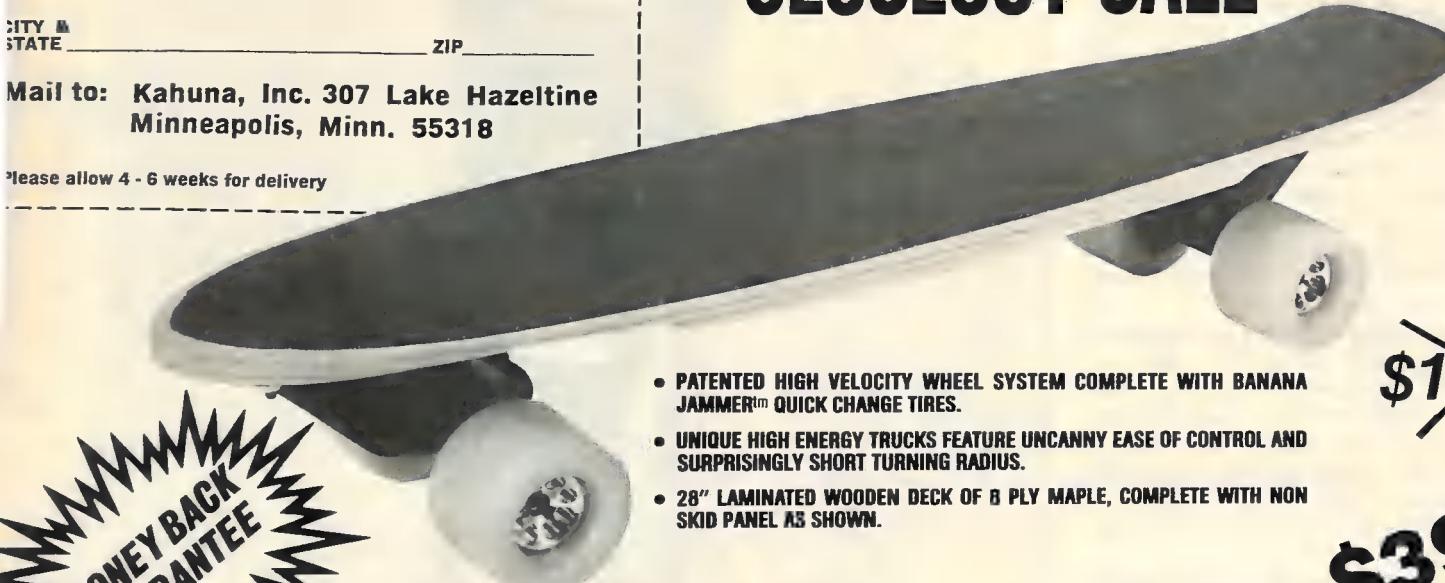
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perform — like aerials, 360's, rock walks, stalls and slides — and then some. Many skaters who participate in both sports feel that rollerskating is quicker to learn, has more variety and is less dangerous than skateboarding. Although it's impossible to bail out of rollerskates, they do provide an extra margin for error, meaning falls are less frequent. Early speed and slalom competitions between four- and eight-wheeled skate vehicles have proved that rollerskates are often faster and more maneuverable than skateboards. More and more skateboarders are discovering that the roller variety of their downhill sport offers new possibilities for exploring and exploiting the concrete jungle.

"Outdoor skating in numbers isn't as big as rink skating because it's so young. As far as popularity, it's picking up much faster. People of all ages want to keep in shape — and that's a lot of people. We're committed to it being a lasting thing. We're committed to developing all aspects of the sport so it can be enjoyed by everyone. There's no reason why it shouldn't be." — Phil Lacy, Road Skates International.

Nobody denies that rollerskating is becoming more and more popular. How long and at what level this interest will last is anybody's guess. It looks like a good bet from here; but a lot will depend on the involvement of the "Establishment" of rollerskating in street skating and on the dedication and responsibility of outdoor skate pioneers.

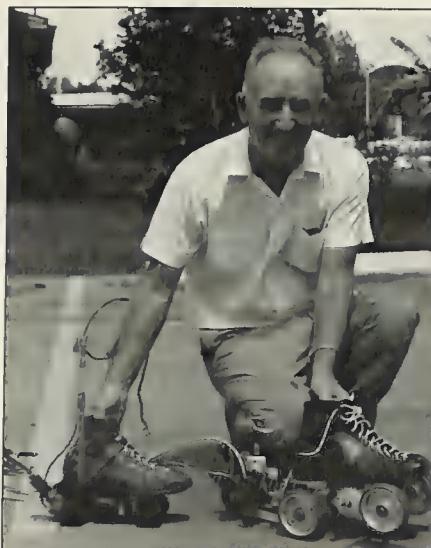
MUSICAL MERLIN AND THE MIRROR

Rollerskating was first invented in the early part of the 1700's by an unknown Dutchman who nailed wooden spools on the bottom of his wooden shoes to give iceskaters something to do during the warm months. The first recorded debut of the sport in 1760 was a literal "smash hit." A Belgian musical instrument maker named Joseph Merlin rolled into a fashionable London party on homemade skates, playing a homemade violin, and made a spectacular crash landing into a huge mirror (not too cheap in those days). He dusted the violin, the skates, the mirror and almost killed himself in the process. Needless to say, this courageous pioneer made quite a stir; but for some reason, rollerskating did not immediately catch on. It took the public almost sixty years to get over the first startling impression made by Mr. Merlin.

By 1819, enough interest had been generated to prompt a Frenchman, Monsieur Petitbleu, to introduce the first patented rollerskate, a design utilizing copper wheels — one in front and two in back. Shortly thereafter (in 1983), the "Volito" model was manufactured. This skate employed five wheels



The original skate dog, "Buddy," had custom-made Chicago skates in 1934. Eat your heart out, Rin Tin Tin (Rags, Scruggs, Elmer, etc.)! Photo: Courtesy Chicago Roller Skate Company



Albert Nicholas displays some of his motorized collection. The smaller skates are a 1939 model, while the larger pair were built post-1965. (Note 4" urethane-covered steel wheels on late model.) Photo: Courtesy A. Nichols

arranged in a straight line (to approximate an iceskate blade). This was fine for traveling straight forward . . . but turning was a different story altogether.

By the mid-century, Tagliani incorporated rollerskates into a ballet and Meyerbeer put the entire cast of his popular opera, "La Prophete," on wheels. It is reported that some of the unchoreographed maneuvers — such as virtuosos careening off the edge of the stage and diving headlong into the orchestra pit — met standing ovations.

TURNING POINT

1863 marked a quantum leap year for the sport when J.L. Plimpton of New York presented the rolling world with the first "modern" design of skate (four wheels, two in front and two in back). The Plimpton skate had boxwood wheels which would cramp when the plate was canted to either side; rubber pads further added to the skater's com-

fort. Within a year this skate established the stylistic foundation for figure skating on the feet of U.S. ballet master, Jackson Haines. William Fuller brought international attention to the sport by conducting his comic act on skates all over the globe. During the same time, Austria was swept off its feet by a craze for "rinking" and the skate fever spread through Australia and England on its way back home to the U.S.A. Plimpton opened the first American roller rink in Newport, Rhode Island, where it immediately won the acceptance of high society.

The mid-1860's was a revolutionary era for skate technology. A.F. Smith, founder of Chicago Roller Skate Company, was busy inventing the pin bearing (which allowed wheels to spin faster and smoother than ever). This was further facilitated by Lance Richardson's invention of the ball bearing and cushioned truck. This made the conditions prime for Everett Barney of Springfield, Massachusetts, to begin marketing the first commercially-produced rollerskate to the American public.

ROLLER POWER

Prior to these design and engineering breakthroughs, the art of rollerskating was simply too difficult to win widespread popularity. Now, it took off like a cyclone. The Industrial Revolution of the 1880's not only made equipment readily available, it also created the need for an indoor recreation for city dwellers. "Rinking" became so popular during this time that it was publicly attacked from the pulpit (Sunday skating was causing church attendance to fall off drastically). Not all clergymen were down on the sport, however. L.P. Yandall, a Louisville, Kentucky, pastor, was also a doctor of medicine. He was very enthusiastic about the healthful benefits of skate exercise: "No conception has ever entered the human mind, in this century, so important to the health of young people in our cities as this skating . . . All honor, I say, to the originator of Roller Skating. Long may he live. The children will rise up and bless his name." (This gives us the first known example of holy rolling.)

Rollerskating was becoming accepted as a spectator sport, as well. In 1882, Smith drew a crowd of over three thousand in Chicago for a demonstration in which he performed more than two hundred "fancy figures." During this year, the "Polo League" was formed of teams from seven mid-western cities, giving birth to organized roller hockey. Skaters invaded Madison Square Garden, drawing s.r.o. crowds for marathon roller races. The rollerskate had become firmly entrenched in Americana.

The turn of the century saw the inven-



Venice rollerdancers compete in the Outdoor Disco Rollerskating Championships. Photo: Courtesy RJR/Hawaiian Punch

tion of the ball-and-cone bearing (Raymond Skate Company, 1900) and the incorporation of the Chicago Roller Skate Company (1905). The latter has been doing roller business at a rate which has steadily increased every single year since, notwithstanding the times when it looked on the surface as if rollermania were dying out.

Around 1910, however, another kind of wheeling — motorcycle and auto racing — displaced rollerskating's popularity to some extent. Harley Davidson, by the way, was one of the best rollerskaters of his day. The slump was short-lived, however, because the machines required paved roads; thus, the new sport of outdoor skating was born in the '20's. This opened up new horizons for rollermaniacs such as Arthur Allegretti, who skated the five hundred miles from Buffalo to New York City in fifty-eight hours flat in 1927.

Vaudeville acts adopted the use of rollerskates, further spreading the fun. Kids everywhere were clamping steel wheels on their shoes and terrorizing public streets and sidewalks. Everybody was rolling — from Fred Astaire and Ginger Rogers to Amelia Earhart (the first woman skater to get airborne)! In 1935, Leo Seltzer established the Roller Derby games for the pros, while

the amateurs organized under the United States Federation of Amateur Roller Skaters for artistic, speed and hockey skating competition.

The introduction of dance skating in 1934 by Jimmy and Joan Liston gave the sport another boost, offering the perfect inexpensive escape for the Depression era. And, in the 1940's, rollerskating gained official government approval when the Head of Physical Fitness for Civil Defense proclaimed, "Those who are engaged in rollerskating are better fitted to prosecute the war." (Could this have had any possible bearing in the laspe of interest in rollerskating during the Viet Nam War?) President Kennedy's Council on Physical Fitness also recommended rollerskating for exercise in the '60's.

The '70's gave birth to the urethane wheel, followed closely by the precision bearing. Today, with improved street skating equipment and radical skatepark terrain, rollerskating has once again made a great jump in popularity.

The music and entertainment industries have always played an influential promotional role in the history of the sport, and modern times are no exception. Disco music has spawned disco skating, and this has become the favorite new fad of fashionable society.

The future looks good, too. Rollerskating competition will be part of the 1979 Pan American Games and there's serious consideration being given the idea of including the sport in the 1984 Olympics. The skate manufacturers are enjoying greatly increased business, sales for the last five years having already surpassed those for the twenty years previous. Even before the year's end, rinks are experiencing a thirty-eight percent rise in attendance over 1977 figures. And then there's outdoor skating.

EIGHT-WHEEL DRIVE

Modern outdoor skates are a unique animal — a hybrid of roller rink and skateboard technology, plus an added dimension of entirely new components designed expressly for street and park rollerskating. For example, the Oak Street/Bauer skate was completely designed and manufactured specifically for outdoor roller skating, a real improvement over improvised equipment of the past (which has generally relied on combining rink boots and plates with skateboard trucks and wheels, none of which are optimally suited to street skating's unique requirements). Other unusual varieties of roller gear include Sure Grip's "Joggers" (which, as the name implies, are tennis-shoe-type jogging skates).

"I'd like to see professional contests in the future; I'd like to see every skateboard team have at least one roll-

erskater on it." — Kenny Means.

Though in its infancy, outdoor competition is showing signs of life. Road Skates International (Venice, CA), Oak Street Skates (Laguna Beach, CA), and Skates on Haight (San Francisco, CA) have all sponsored teams. Thus far, the only competition has been held at the Runway Skatepark in Carson. This July, tourists on the Venice strand witnessed the first ever "Outdoor Disco Roller Skating Championship" (sponsored by Hawaiian Punch from Winston-Salem, NC). Everyone seems to be gearing up for increased outdoor rollerskating competition. On the organizational level, Sun Skates of Isla Vista and Cheapskates of Venice, California, have pooled their efforts to found the Outdoor Rollerskating Association of America.

The more traditional rink-type high leather-booted skates are better than ever, many employing fiberglass and urethane to progressive designs, allowing the most complex and stylish dance maneuvers. Both Chicago and Sure Grip rink skates are being adapted to outdoor use, though Roller Derby skates have long dominated the street market (since they make the least expensive models).

Rink action is getting hot, using the flash of disco lights and sounds to drive skaters to new heights of dancing frenzy. Rink competition has always been strong, both as a spectator and a participant sport, and speed, figure, dance and team skating competition continues to thrill and inspire audiences and skaters by the millions nationwide.

Rollerskating has also become a part of fund-raising drives by such groups as Greenpeace, the Heart Foundation, and Jerry Lewis' war on Muscular Dystrophy. Combined walk- and skate-a-thons are becoming more and more popular and successful.

Rollerskating is also answering the need for fast, cheap, non-polluting transportation in the cities. Housewives on skates push their babies to the grocery store and students wheel around the campus from class to class. Busy executives don their wheels along with suit and tie to get to work (and get some exercise along the way). It is frequently quicker — as well as cheaper — to skate around traffic jams than to drive, park and walk.

For some people, skating is business. Suzy Skates runs — er, skates? — a booming messenger/delivery service in San Francisco, gliding down hospital corridors to deliver flowers or through airports to meet arriving passengers, going just about anywhere a wheel can roll (even if it's uphill). Then there's the masked O'Neill wetsuit model who struts his stuff on skates. Skate rental shops do a surprisingly respectable

business all along the beachfront from San Diego to San Francisco in California and in other far-off places like Minneapolis, Minnesota, and Central Park in New York. Venice Precision Roller Works (where three other skate shops thrive in less than a one square mile area) does an average rental business of around \$1,500 per day (with skates rented at \$1.50 an hour), while Mission Beach boasts in one block both Sun Skates and Hamel's (which has to turn away would-be roller rents at 2 AM).

The growing list of well-known skaters reads like a "Who's Who" of hip society: Linda Ronstadt, Joe Walsh, Joni Mitchell, Graham Nash, Cher Bono Allman, Craig Chaquico, Ringo Starr, John Travolta . . . even California Governor Jerry Brown. Top park rollerskaters include Kenny and Bob Means, Fred Blood, John Hawthorne, Duke Rennie, Marty Carter, Bruce Wayne and Pete Stewart, while Ticia Stucklen and Beth Graham are proving that the ladies can rip the parks, too. These renegade roller ragers terrorize bowls, pipes and pools, primarily at the Runway in Carson and the Pipeline in Upland, CA.

Meanwhile, disco skaters like Johnny Poole, Reggie Longware and Myrian Harmon are ripping the rinks with outrageous dance routines. And then there's the lunatic fringe, like the notorious J.J. — the first person to be arrested for indecent rollerskating as he wheeled along the Venice strand in the nude — or the Hell's Angels club which descended on Mission Beach en masse and left their choppers for collateral as they participated in a recent skate-a-thon to benefit the fund for Muscular Dystrophy research. Sixty-three-year-old Albert Nicholas of Florida boasts a rare collection of motorized rollerskates — which he rides!

"You get everybody on skates. You get people from Hollywood, punk rock people, you get families, young executives after work . . . anybody who's got \$1.50 can go rent skates. Actually, there are more women rollerskaters than men. I think the health- and exercise-orientation of Americans is mainly responsible." — Suzanne Thomas Urban, President, Venice Precision Roller Works.

Most of the thirty million American rollerskaters are just plain folks from all walks of life, all ages, races and income groups. Kids have always loved skating and it presents a useful adaptation of our concrete environment, making all streets and sidewalks potential playgrounds. Teenagers find rollerskating a social sport (which you don't have to be twenty-one to participate in). Interestingly enough, the majority of street skaters range from twenty to forty years of age. Young adults find skating

a relaxing release from the pressures of the business world — and a good preventative for secretary spread. Older people, often having had some experience with rollerskating in their youth, are less intimidated by the demands of this sport than most, and the nostalgic appeal surely has some effect. Athletes of all types use skating as part of the off-season training program. (Fun Enterprises of California will mount skates on your ski boots and provide rubber tips for ski poles so aficionados can glide when they can't slide.) Old or young, rich or poor, city bred or country fed, rollerskating is fun, inexpensive exercise. You can rent skates for as little as 50¢ per hour or buy a pair at prices ranging from \$12.98 to \$300 or more. (This is sophisticated sports equipment: You get what you pay for.) Then, start burning up the calories at the rate of three hundred and sixty an hour (about the same level as jogging) while you're gliding along.

There is no question that rollerskating ranks as one of the all-inclusive, all-time, all-American sports. Easy to learn, the whole family can cruise down the strand together. The social aspect of the sport is undoubtedly facilitated by the fact that skating has a definite mellowing effect which helps free uptight people of some of their inhibitions. Women and men alike appreciate the development of grace, balance, poise, posture, muscle-tone and stamina which is all part of the package. And skaters from cold, wet climates can enjoy this sport year 'round.

The aggressive roller rager, too, thrives on the challenge of tackling vertical terrain at high speeds. If you've never seen a rollerskater in a skateboard park, be sure to check it out. These radical rollers are doing airborne tricks similar to freestyle ski jumping, and the freestyle on banks and in snakes is a highly-advanced art form. It's mind-blowing, beautiful and exciting like no other sport since skateboarding.

Whoever you are, whatever your style, rollerskating has something for everyone.

"Of all the rollerskaters who come here every Tuesday (special skate) night and all the other days and nights of the week, too, we have not had one rollerskating injury. Over that same period, we probably average thirty-five skateboarding injuries (each month)." — Sandy Saemann, President, The Runway Skatepark.

Compared to other popular sports — including baseball and skateboarding — rollerskating is quite safe. The risk is extremely low and, of the injuries which do occur, the majority are simple scrapes and bruises on knees and elbows. The more serious injuries most frequently seen involve fractures of the

wrist, hips or tailbone. Most of these injuries could be prevented by the use of knee- and elbow-pads, wrist guards and hip-pads. Of course, in any direct confrontation between concrete and the human head, the latter always comes out the loser — a good helmet gives a rollerskater infinitely better odds of avoiding serious injury. Most skaters wear heavy leather gloves to protect their hands.

"Safety equipment is a must anywhere." — John Hawthorne

As with any sport, a little common sense from the beginning makes everything nicer and easier. Decide what type of skating captures your fancy, then watch to see how to use balance and shifting weight. Rollermaniacs, beneath their awesome appearance, are really a friendly breed and love to give advice. Speak loudly, though: Many are listening to their own music — tapes, radio or imaginary — as they roll along. Skate shop personnel are quite helpful, too, and will be glad to advise you on choosing the proper equipment for your individual needs. Protective gear and, sometimes, even transistor headphones, are often free, always cheap.

Then start off slowly on mellow terrain — smooth, clean concrete with no obstacles — until you get used to the feeling. A note of caution here: You'll be digging on it before you're really accustomed to the flow, and you'll be tempted to go for broke almost immediately. A pool or half-pipe is not the best place to start. If you can restrain your enthusiasm long enough to get really loose and confident (for an hour or so), you'll probably be hooked. Don't be alarmed, though: This habit's good for you! ☺

I would like to extend special thanks to the following persons for their help; without their cooperation this article would not have been possible:

Pat McPherson, Oak Street Skates
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Bernie Rosswig, RJR/Hawaiian Punch

Lee Cole, Skates On Haight
Gary Hanauer
Sharon Boorstin, *Keep On Rolling* (Warner Books)

Mark & Karen Crossen,
Sun Skates, Inc.
Kenny Means, John Hawthorne,
Marty Carter, Fred Blood, Duke Rennie, Bruce Wayne, Ticia Stucklen & Beth Graham
Joe Shevelson, Chicago Roller Skate Company
Harry Ball, Sure Grip International

Roller rager Pete Stewart, micro-edging the Oasis pool



mellow CAT & BALLAD of the BADLANDS

BY TED RICHARDS

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HEARIN' THAT
MUSIC NOW
FOR THREE
DAYS!

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HMM...CURIOSITY'S GONNA KILL TH' CAT SOMEDAY, BUT THIS PIPE MUSIC DEFINITELY CALLS FOR A DELUX SLEUTH JOB!

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AND SKATEBOARDER MAGAZINE.

SO MUCHUS—
WHAT'S YOUR
"PROGNOSIS?"

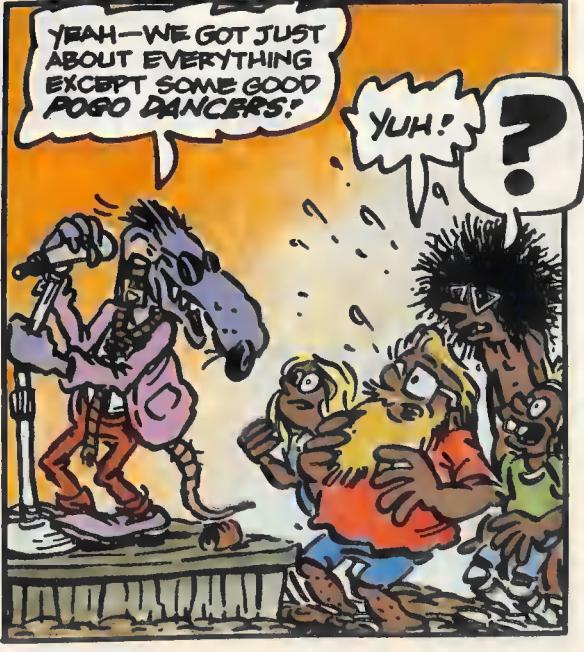
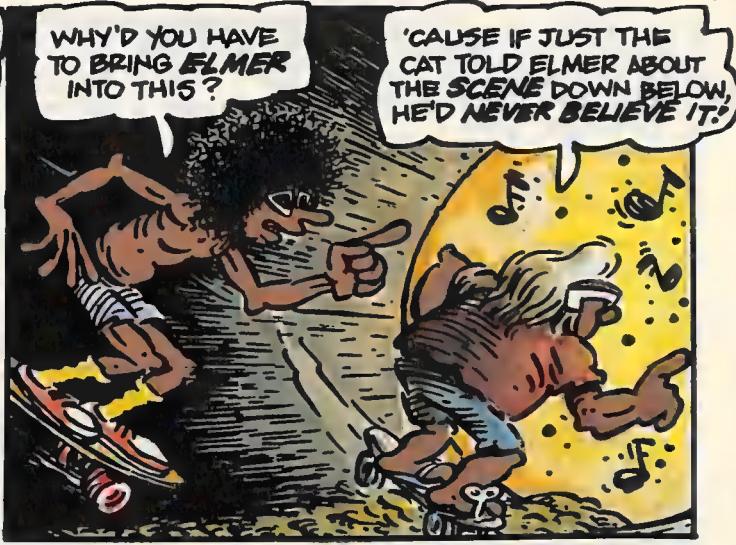
WELL, IT'S EITHER LIVE STUFF
OR IT'S COMIN' FROM AN OLD
200-WATT STUDIO STEREO
SYSTEM THAT WASHED UP IN
A STORM ALONG WITH A
HUNDRED AUTO BATTERIES
ATTACHED TO AN A.C. CONVERTOR...

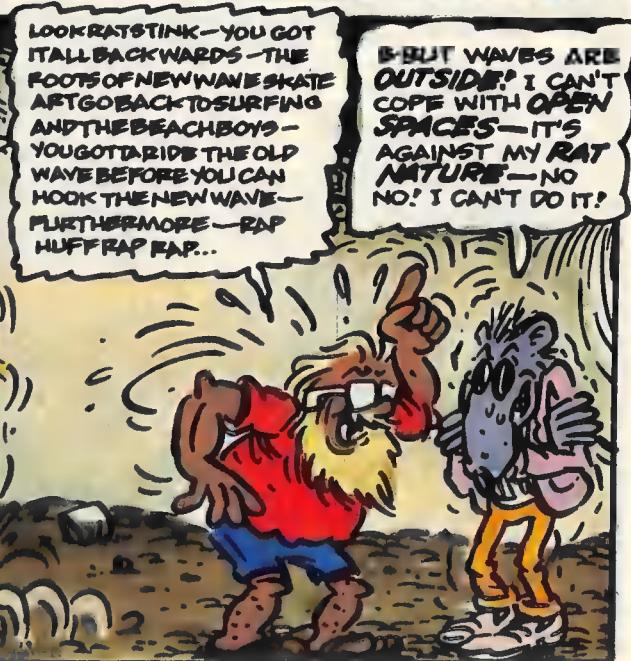
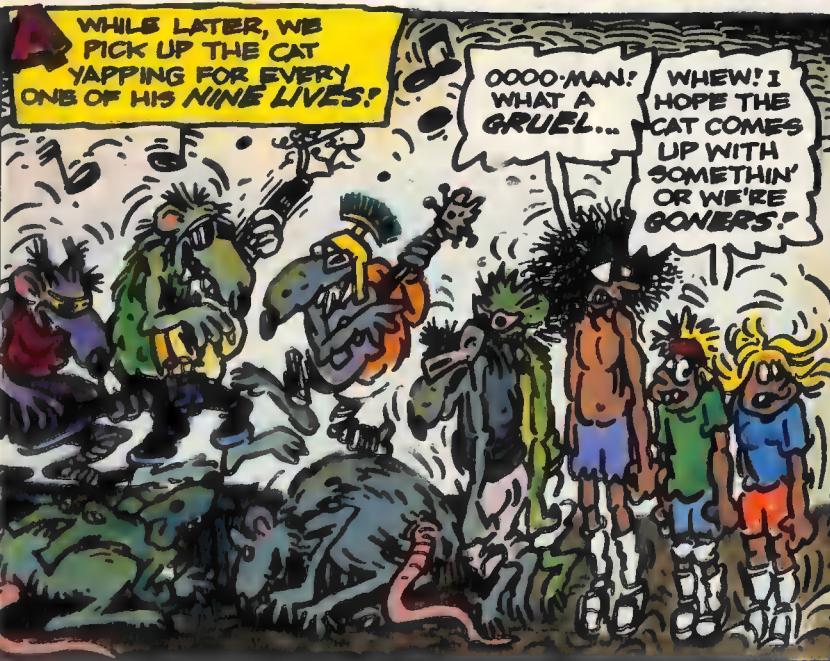
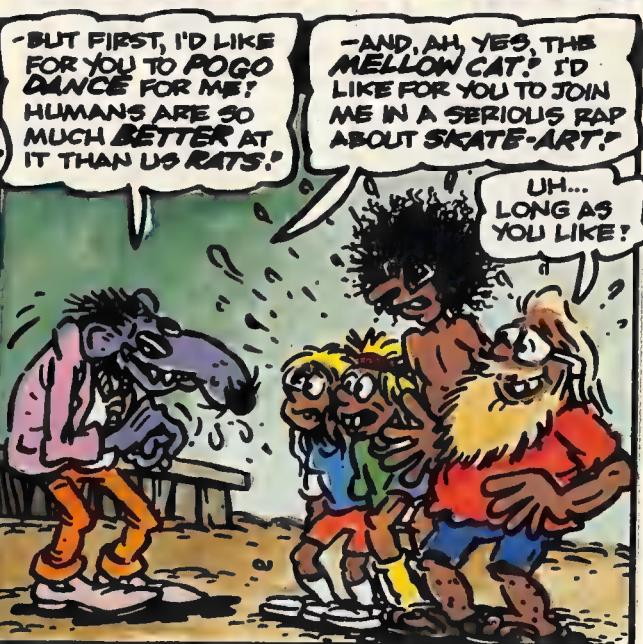
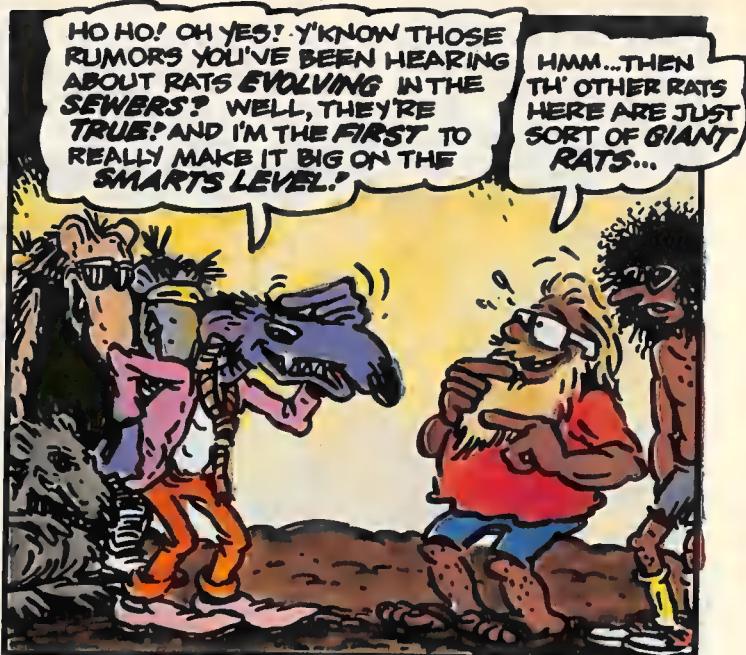
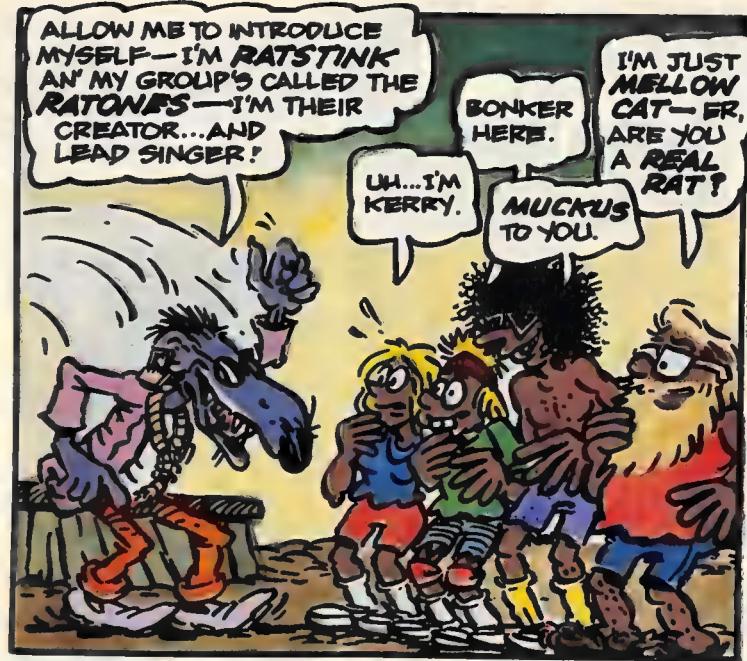
HA...BUT ALL I REALLY
KNOW IS THAT IT'S PRETTY
GOOD SOUND AND WE
BEEN GETTIN' STOKED
RIPPIN' TO IT!

OKAY-Y. LET'S HIT
THE PIPE A BIT
DEEPEEE, AND
CHECK OUT TH'
SCALES??

WE ASKED FOR WATER WATER WATER
BUT THEY GAVE US GASOLINE
AND WE BURNED ALL NIGHT
NOW WE AIN'T SO CLEAN

HMM... MEANINGFUL
LYRICS—MUST BE
NEW WAVE!





MEANWHILE, LET'S TAKE IN A SATELLITE WEATHER REPORT— HURRICANE ALVA HAS MOVED UP THE BAJA PENINSULA AND IS NOW RIPPING INTO THE SOUTHLAND...



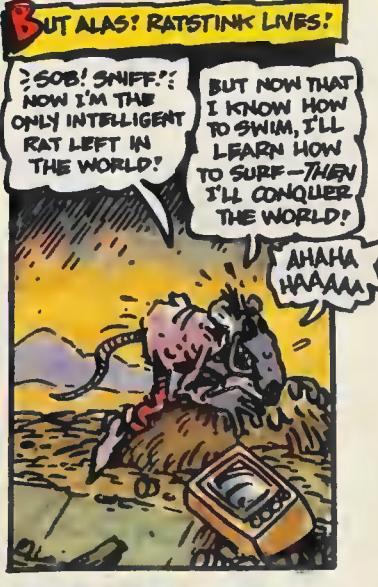
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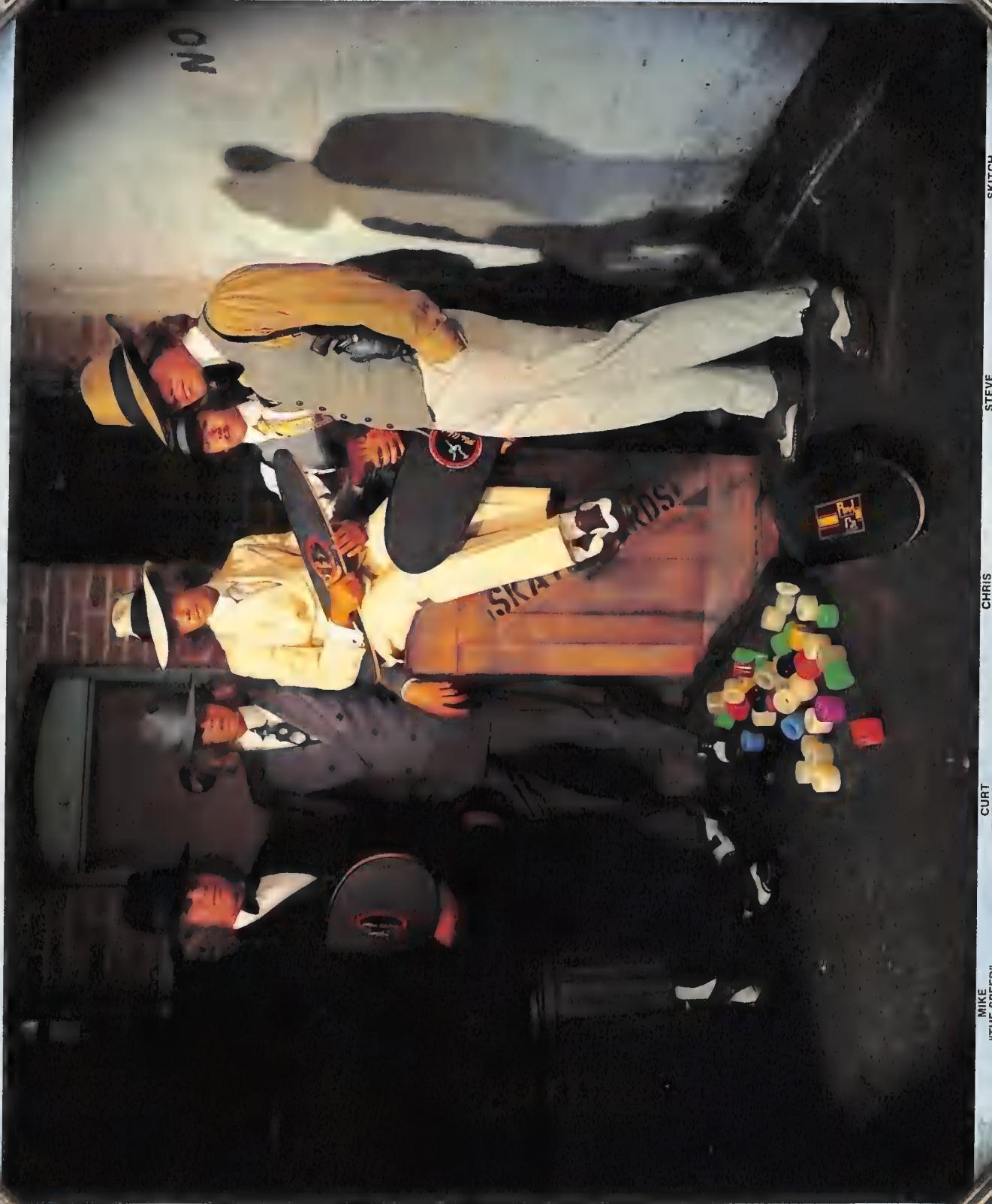
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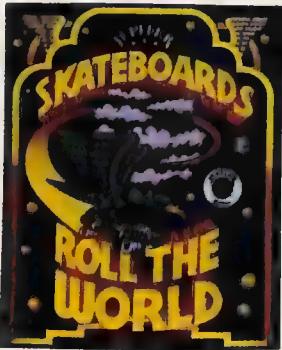
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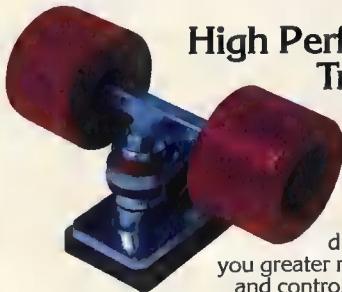


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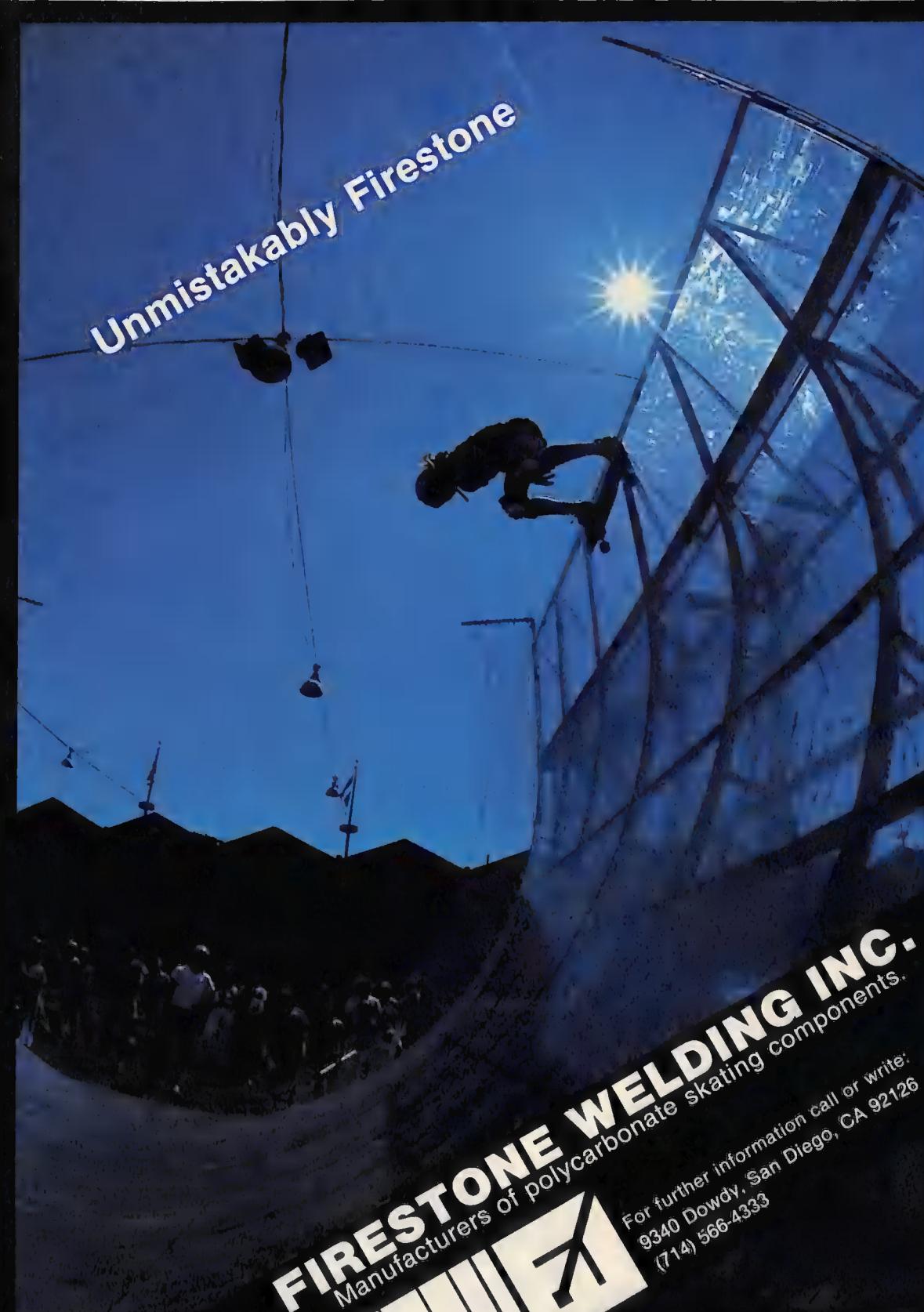


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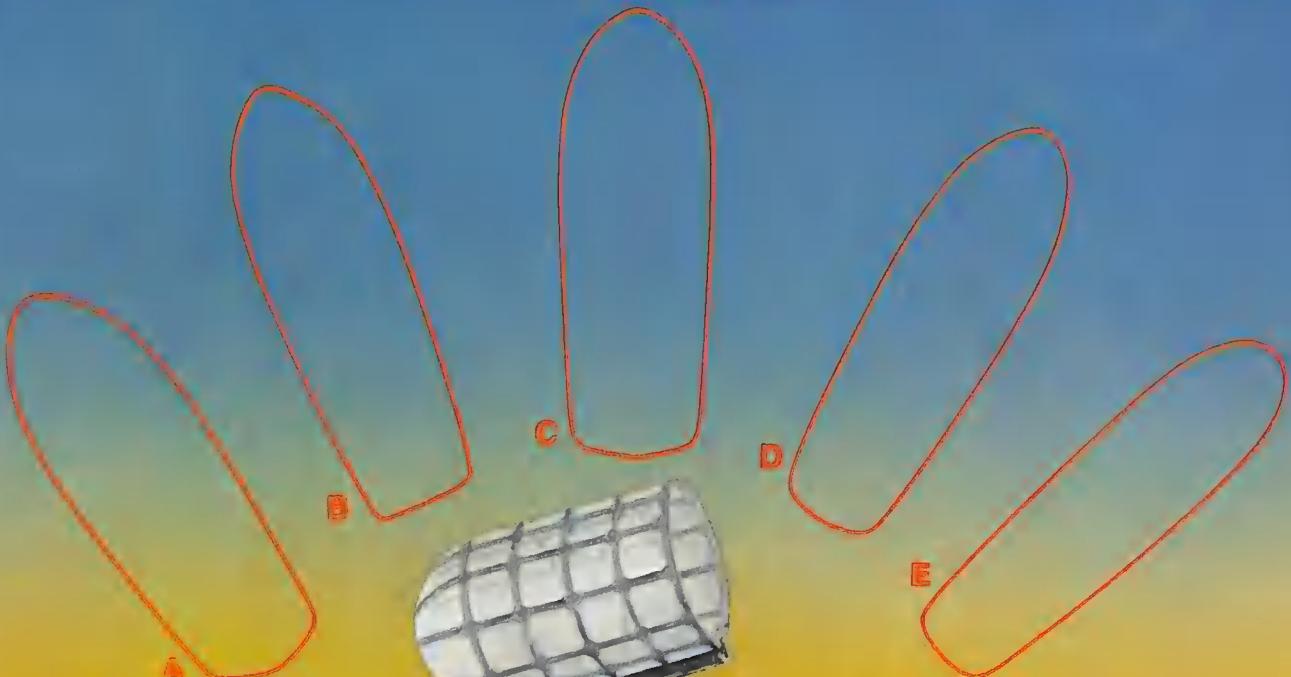
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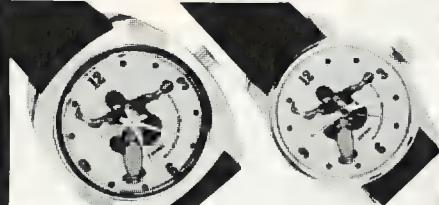
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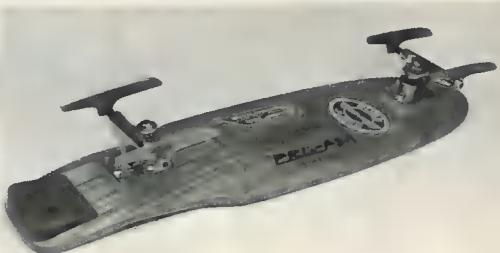
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OFF THE WALL

"We would like to apologize for printing the section of the Tony Alva interview regarding Leif Garrett. The opinions of Tony Alva were his alone and not the opinions of SKATEBOARDER Magazine. It was a mistake on our part to print the section about Mr. Garrett."

As the year winds into Chapters 11, 12 and 13, the big boys are lining up for the big toys in next month's Xmas gift packs. Here at Off the Wall, however, there are no off days and certainly no holidays. Day in and day out it's always our best shot . . . behind the back, below the belt, slam dunk, hook, lay up, lay down, rim shot, etc. So keep on reading and remember our motto — In O.T.W. you always get what you deserve . . . and then some!

PROOF POSITIVE DEPT.

For all you doubting Thomases and Thomasinas, yes, there really is a Miss All American Girl Next Door Pageant. Considering the volume of correspondence we received at Skate Control Central accusing us of making up this joke as an event, we offer the accompanying 100% REAL UNRETOUCHED PRESS PHOTO. It depicts three of the six "winners" from Indianapolis in the M.A.A.G.N.D. Pageant. Their names are Terri Wolfe, 19, Janice Berry, 21, and Susan Bennett, 19. According to the release, Miss Wolfe is a gymnast, Miss Berry is a baton-twirler and Miss Bennett

is a tennis player. Honest. The finals will be aired this Fall on ABC-TV. In view of this info, many of our energy/action readers may be inclined to: A) check out events next door, or B) grab their skates and clear out of town, or C) never watch television again.

FOR IMMEDIATE RELEASE DEPT.

Vicki Vickers, Ray Flores, Tony Jetton, three slaloms, a half-pipe, a 40-foot bowl, a 360-degree "Loop of Life," two spring-loaded ramps, a million-dollar display of lights, lasers and quadraphonic sound and "spectacular skateboarding set against a 21st Century scenario" all combine in Skateboardmania, this season's first traveling skate road show. Set to premiere in the Inglewood Forum, Skateboardmania is sanctioned by the ISA. The show promises to be unique if not captivating with "the ultimate challenge" — a heralded skate-off determining the future of the Universe." The show's uniforms were designed by none other than Mike Rec-tor. The cast and crew will tour, utilizing two custom made Golden American Eagle buses (complete with showers and closed circuit T.V.). Skateboardmania will tour through over 120 of the world's major sports palaces.

Update: Freeskate L.A. Debbie Bennett and her organized drive to amass pro-skating petitions apparently helped sway the Los Angeles City Council's special committee. The lawmakers announced that they do not feel a law banning skateboarding is necessary at this time. Freeskate L.A. is going to remain set up as a non-profit information club. Interested parties write Box H, 1260 North Las Palmas Avenue, Hollywood, CA, 90038.

RUMORS OF THE MONTH

After last month's stunning expose of Kryptonic's D. David Morin's secret first name in this column, some "friends" of the brutally exposed Morin are calling foul. It seems D. David, in self defense, is claiming that we published an erroneous first name, and to prove it he shows insiders a highly suspect forged Tijuana Drivers License. He then makes them promise not to reveal the name to anyone, . . . particularly this column. In order to save our readers from having to go through Morin's savagery ritual, we are now going to publish his new secret first name. It's Del Daney, and if he's so bold as to try to pass this one off as a phony, we promise to bust his next nom du skate.

SHORT BURSTS DEPT.

True to form, ISA head, Sally Anne Miller, once again demonstrated proper decorum by leaping fully clothed into the pool at the Los Gatos, California, hotel. Sally Anne was accompanied by Diana

Line, (who, at least, had the foresight to take off her shoes).

Steve Alba's been lighting mean, blue blast streaks lately, folks, so beware. Tales of four foot flames are not uncommon. Concerning Alba's new passions — Steve's so into this one that he wants to fire up for a funny foto. Are any photogs ready to gas with the Methane Man?

Staffette MMH was observed at the Venice Beach Disco Skating Dance Contest. Nobody's sure if she was an entry or just undercover on assignment. Meanwhile, MMH assures us that shoe skating "develops all the right muscles."

Originators of the Alley Oop, Mike Folmer and Alan Gelfand, are both exploring the limits of no-handed aerials. This move is so deranged that, on first appearance, people have been forced into uncontrollable laughter. The partners attribute their success to their strict diet of red hots and doughnuts.

Jerry Valdez is approaching the turning point.

Back from their tour of England, Sweden, France and Switzerland are Tony Alva, Wynn Miller and Pete Zehnder. Maddog's continental sojourn was up to his usual level of high excitement (for TA) and high anxiety (for others). Imagine our main men cornered in Stockholm after a demo by 5,000+ screaming fans, all demanding on-the-body autographs. After a couple of hours of this frenzy, Pete figured the only way to escape to the limo in one piece would be to toss six pounds of Alva stickers to the masses in hopes of appeasing them. Fortunately, Pete's ploy was successful — after all, those Mercedes Limousines rent for 100 bones per hour, and they escaped only to rage again. Other highlights included the bell captain's misguided attempt at tossing Tony out of the Palace Hotel at St. Moritz — "Oh, we're sorry, we didn't know it was you, Mr. Alva," — and the Dog's aerials on the dome-shaped roof atop the Deauville (France) public pool.

Stitch Hitchcock, after resting up from his guerilla gripping truck jump on the cover of TRUCKING mag, returned to his 10' high unicycle and began flowing 360's on a bank. He strictly has to be seen to be believed.

President of the team-of-the-month club, Bobby Piercy, has finally found a new home for keeps. B.P. is representing Sims Ultimate Equipment on the Colorado Circuit. Despite this monumental occurrence, Tom Sims was occupied observing the mess caused in his Santa Barbara Factory by the 5.5 scale earthquake. Just think of the ramifications of one half million resilient formula Snakes rebounding through the halls! All's well that ends well, though, and Sims Enterprises are going full-bore as usual.

The Class AAA entertainment award



All American Girls! EDITORS NOTE: This is not a Funny Foto

for the troops goes to Dennis Martinez and Rudy for their private exhibition at the Monmouth Mountain Girl's Club.

A lot of interest is being generated around two new parks. The first is the Del Mar Park, painstakingly designed by Curtis Hesselgrave, Tom Inouye, Chris Strople and Gary "Kingfish" Cocarro. It features two pools, a square pool and a repro of the Escondido res. With golf and tennis nearby, it's truly in sync. The other is the long-awaited Marina Del Rey facility. Media Mogul and Designer, Ray "Woody" Allen, served as project coordinator and was sided by such D.T. monsters as Jim Muir, Billy Yeron and Bob Biniak. The D.T. home base employs a keyhole repro, a dogbowl repro, a perfect right and perfect left kidney, among other things. The surfaces and configurations of both these parks seem destined for fame and fortune; isn't it amazing how good skaters tend to design good parks? Future owners take note.

Pineapple, Bobby Garcia and Jim Goodrich are back from a Sandwich Isles shooting safari. Hot moments were recorded at Walios, Uluwatu, Stoker Hill, Verticals, The Ford Isle, Barrick's Half-Pipe and Rory Russell's North Shore structure. Hot moves were executed by Doug Dickey, Jasper Milton, Darrel Kau and Vince Klyne. Goodrich also got color shots of the elusive HeShe tribe on Hotel Street. In Jim's efforts at playing the low profile, he inadvertently received a Waimanalo welcome.

D. David Morin was seen in his blue tennis-shoed skates at Bongo's birthday party at Wilt Chamberlain's house.

Guess what well known editor of a famous skateboarding mag was seen superstitiously planting an Alva decal on a Captain Beefheart poster in the Golden Bear (Huntington Beach, Ca.) during the New Riders concert?

Scott McCranells and Mike Folmer were tossed off the Amtrak Golden State



Funny Foto

Special in Salinas, California, as a result of 160 complaints to the conductor regarding skateboard stickers on the train windows. They're pleading circumstantial evidence.

The Winchester contest was mellow at the hotel — could there be any relationship between the tranquility and the conspicuous absence of a certain San Diego team? Only the fat man knows for sure. At the contest:

- Bad Henry Hester showed up to check out the competition.
- Rick Blackhart gave a stirring "power to the skaters" speech.
- Many skaters protested the washboard.
- Man Mountain Merkel refused to shoot Polaroids on the grounds of no commercial potential.
- A pair of groupies passed themselves off as functionaries of the Big "O" only to be tossed out.
- There were numerous flare-ups in the increasing No. Cal vs. So. Cal competition rivalry.

With all the contests apparently serving as spirited warm-ups for the big skate out, when and where it all finally comes down ought to be quite illuminating.

Glen Friedman is promising to relocate permanently in New Jersey. Perhaps the market in D.T. for all that promotional gear Glen keeps selling is drying up.

John Hutson, John Krisik, Jim Cassimus, Bob Skoldberg, Jim Ford and a cast of hopefults established new records for human body micro-edging in the Breckenridge, Colorado, Alpine Slide. The torrid slide session produced several injured parties, including intrepid editor Gillogly.

Moving on up . . . Stacy Peralta is going partners with George Powell on a new line. To be released on George's label, the series reportedly boasts sev-

eral interesting design/material innovations.

Chris Strople thrashed Hunter Joslin in the 90 MPH bionic air contest held on dips in a residential zone. Hunter's motor mouthing for a rematch in the Florida Everglades.

That Clicking Crooner, Craig Fine-man, broke his ankle and dinged his Nikon after a heroic dive into Lakewood's half-pipe in an attempt to aid Edie Robertson. Ms. Edie was out cold with a skull bongo and Craig was going to render first aid. Luckily, both recovered. Edie's out skatin' and Fine-man is happily crawling around on all fours. Pat Darren and Chris Carmichael — who just happened to be present — have footage of the entire affair. Also on the scene were Frank Blood, B.P., S.P., Jay Adams, Wally, Ray Rodriguez, George Orton, Jack Derkes and Lucas Bolles.

TEST OF TIME DATA

Because of our apparent laxness, D. Dominy and the Tracker crew are demanding a quick and presumably deadly scheduling of our Mellow Cat Test Of Time — Malibu Grand Prix. If these wild claims of driving supremacy go any further, the Trackerites just may hold their own contest. I mean, these guys are really out for blood. Dominy is over at the Ferrari factory right now getting a few tips from old Enzo. His salesman, Keith Hagen, risked his license and the corporate insurance policy by practicing a little too fast in his Pantera. Lance Smith is investigating turbo-charging and Dave's sister, Dawn, is requesting a girls division. Ellen Oneal, Mary Horowitz, Robin Logan, Cindy Berryman, Laura Thornhill, Robin Alaway, etc. are you listening . . . ?

FOOLISH, FUNNY, ETC.

Prizes and congrats to our Vol. 5#2 September winner, Carole Caroompas of Culver City, California. She was the first to correctly identify Kanoa Surf owner, Tuzo Jerger, Angie Dickinson, Annette Lubner and Fred the Manatee Sea Frog. Close-but-no-prize — pats-on-the-back go to Dave McMurdy of Phoenix, AZ, Kenneth Smith of Blakely, GA, Rick Petrone of Trenton, N.J., and Clark Bell of Asheville, N.C.

There still has been no correct feedback on our Cakewalking Pair so here's a hint: you probably don't recognize one without his bath towel and the other sans his chapstick. Go to it, funsters! And, for this month's trauma, we offer the accompanying important social document. First to correctly ID wins a Mellow Cat gift pack in a Cat Box, a SkateBoarder Backpack, unending fame and the respect of your peers. Send all entries to this column on picture post cards please. We shall return.



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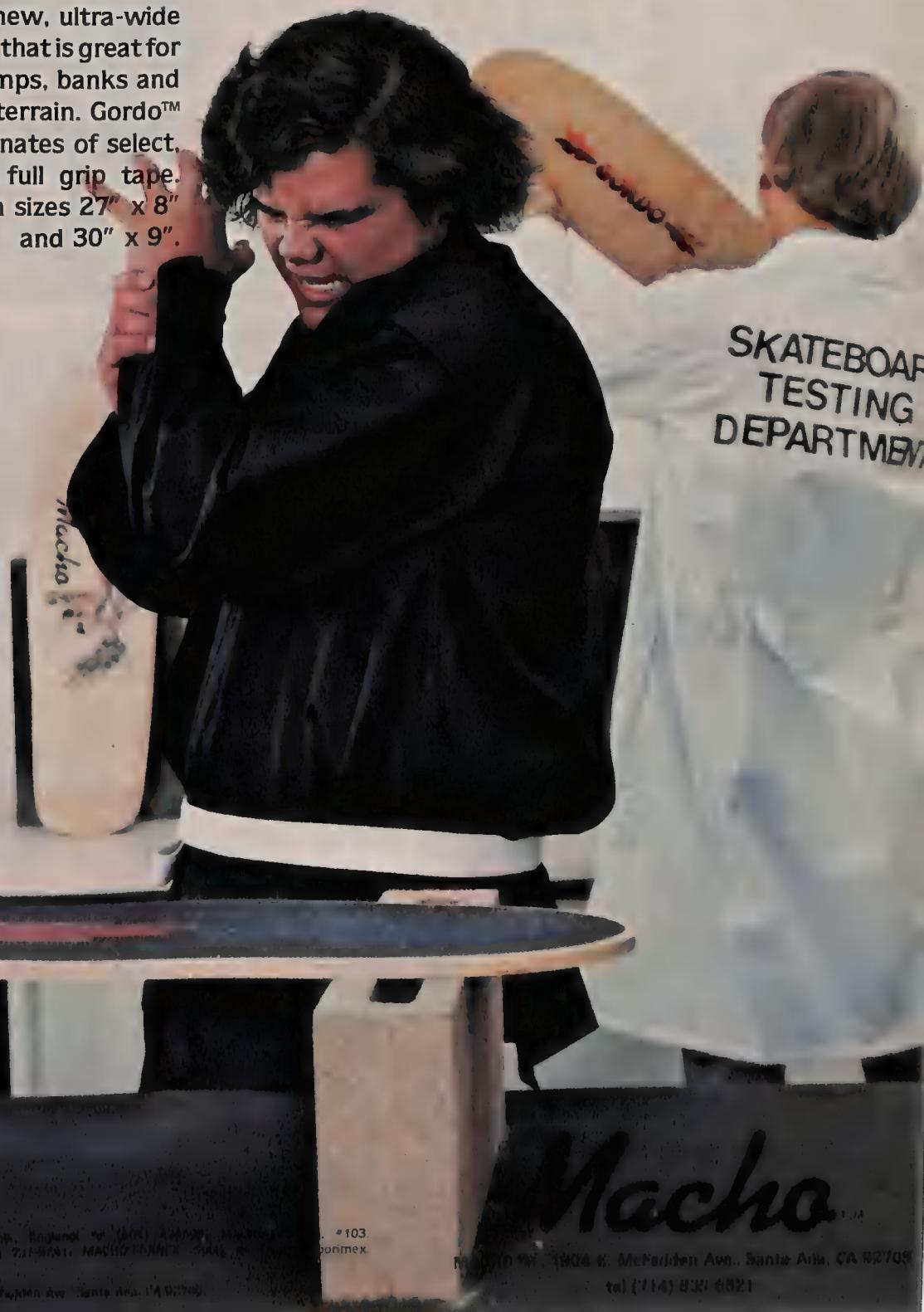
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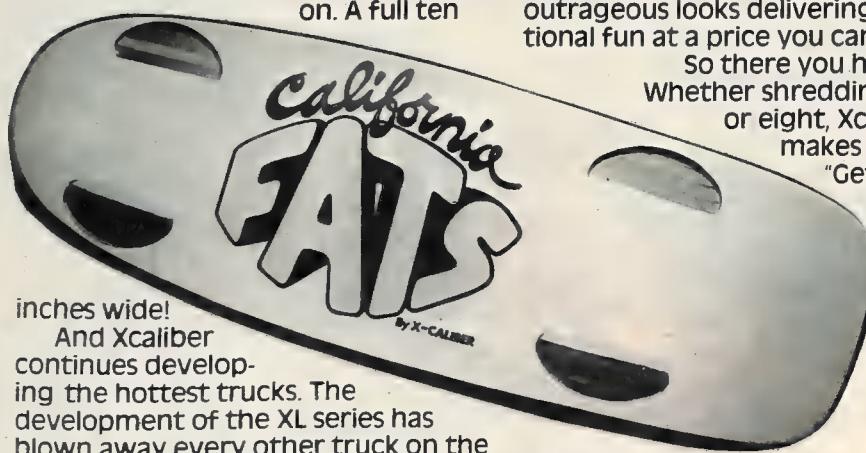
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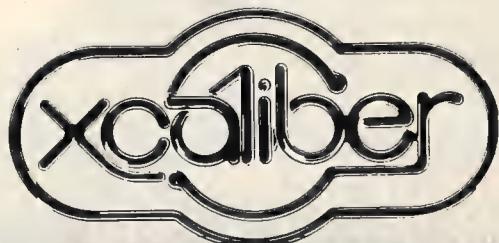
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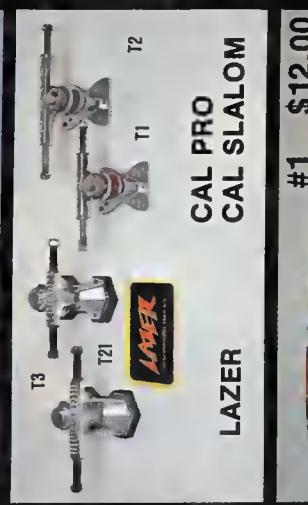


Aluminum dbl. Kick 24" or 27"
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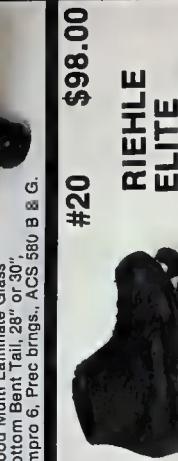
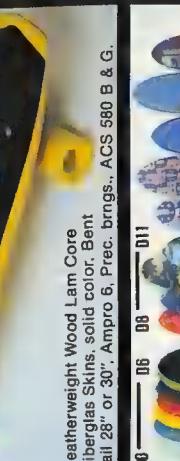
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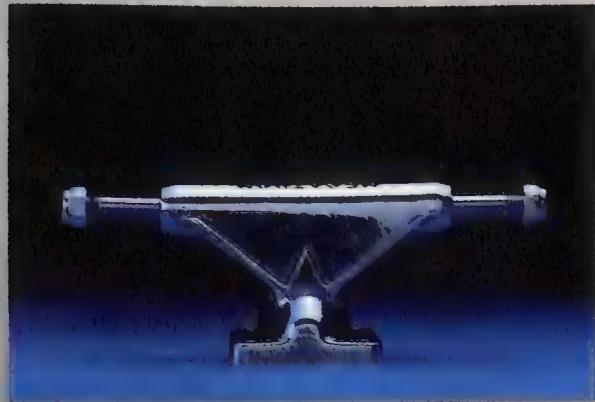
A large, slightly out-of-focus photograph of a stack of Megatron trucks, showing their white frames and black tires.

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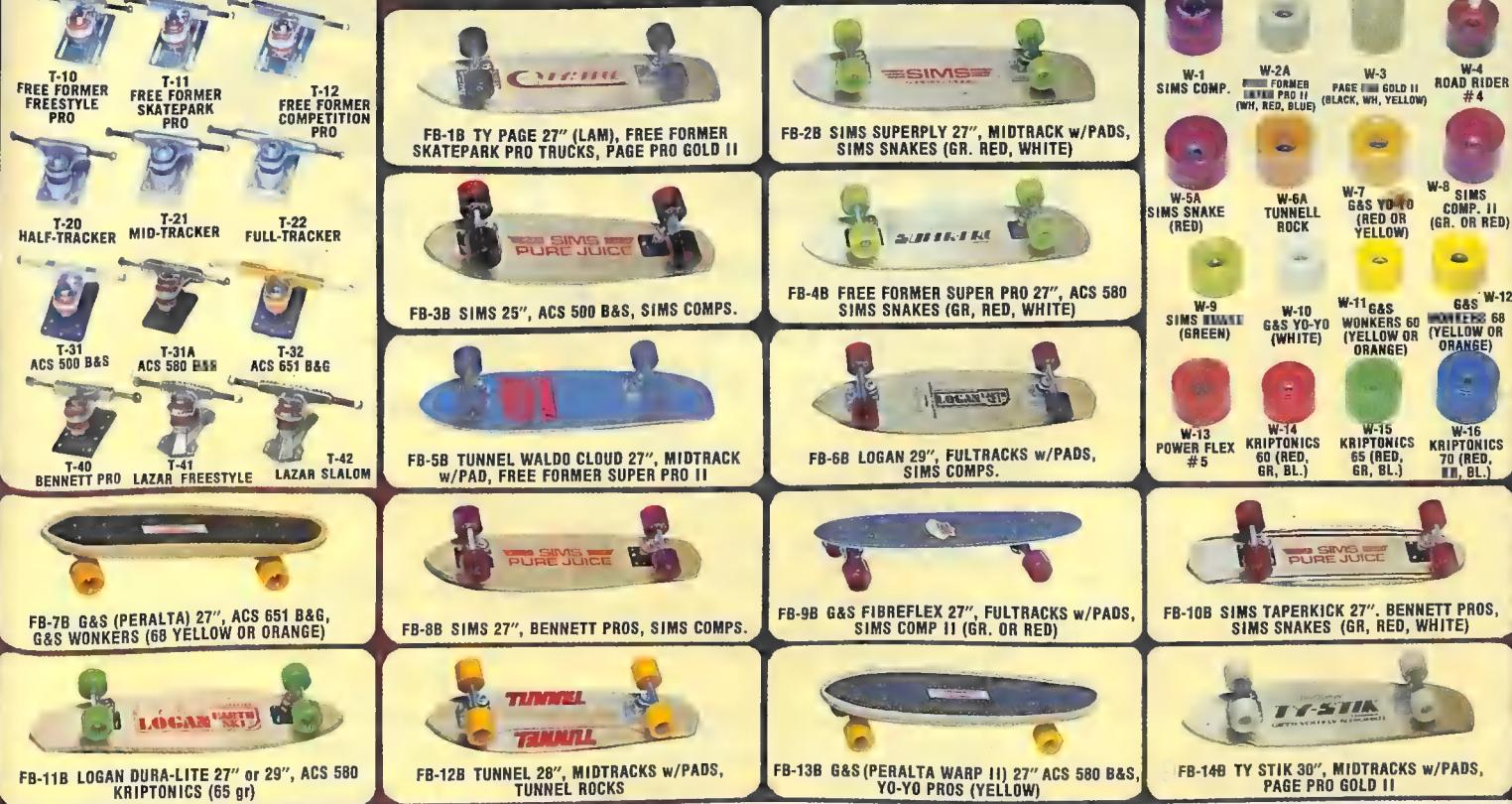


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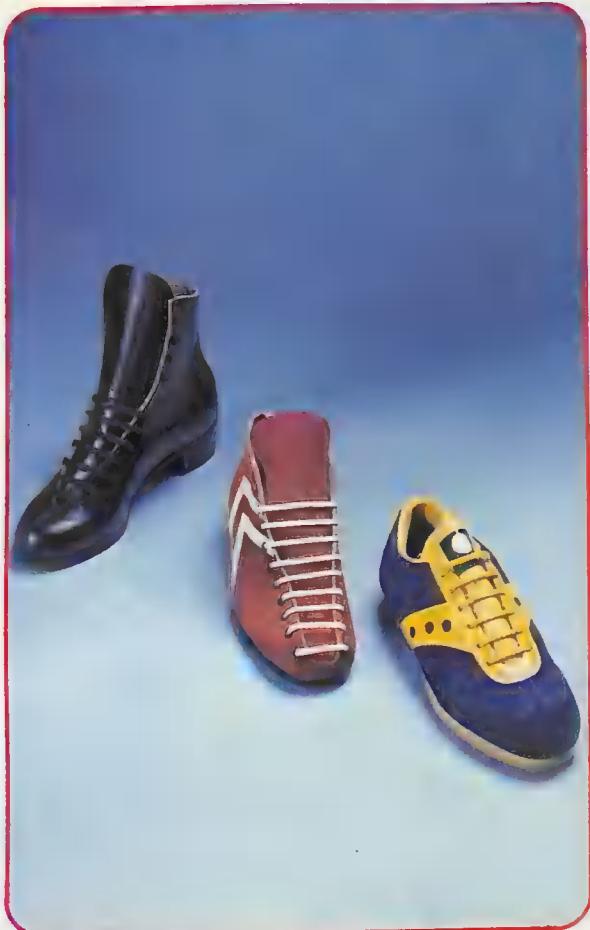
Sure Grip gave Sims, Kryptonics, and Lazer a challenge . . . they went for it and so did we.



Sure Grip and three of the biggies in the skateboard industry have come up with the ultimate in rollerskating. . . The Jogger custom outfit. This high performance rollerskate outfit utilizes the best the big three offer. From our standard Jogger outfit, we wanted to see how radical we could get with it by employing the talents of the three biggest giants in the skateboard industry today. We wanted to see what Sims and Kryptonics could come up with in a super hyper wheel that wouldn't be afraid to dish it out and give the max . . . the result? The Sims Rollersnake and the Kryptonics 65mm Blue. Both superbly designed and engineered wheels that are as hot as their super colors. Both perform excellently in rink riding and general street skating. Utilizing only the best high strung performance urethanes money can buy, these wheels have the reputation you know their names by and the gutsy performance they deliver consistently. Also available is the Jogger standard wheel that rides smoothly because of its precise double radius design.



For our truck system we needed a truck that could keep up with our two new wheel friends, Lazer was our answer. With its already established reputation in the skateboard market as one of the leaders in progressive high performance truck designs, we told Lazer to design a truck specifically to fit the precise geometry of our Jogger base plate, and be able to take all the roughest skate maneuvers the most radical rider could put out. They did and were we pleased! The Lazer truck is everything you will ever need in a most radical truck system for rollerskating. So now, you have a choice of either the Jogger standard truck or the Lazer



high performance truck, both great performers. In addition to these three great systems, Sure Grip offers three types of riding boots and shoes to tie the entire package together. First there is the Riedell high top leather boot ideal for rink performance, the Riedell low profile design brown suede boot, and of course the standard Jogger shoe in blue suede or blue nylon, from the Hyde Co.

Standard or customized, your choice, with more options to come in the near future, The Jogger is revolutionizing the rollerskate world in more ways than one. Ask your dealer about the new Jogger outfit and try one out today, and you'll agree with us that its the most radical thing yet ever to roll on wheels . . . we're sure.

WE NEVER WOOD



Notice anything similar about boards today? It seems like everyone offers a laminated wood board. Sure, they come in hundreds of templates and some offer extras like wheel wells or fancy graphics. But they're all wood. Now don't get us wrong, a well made wood board is a good piece of equipment, it's easy to make and inexpensive.

When we decided to design a skateboard we approached things differently. We didn't worry about the cost of producing the board. Strength and performance came first. For starters, we wrapped a lightweight foam core with fiberglass, then to protect it we developed a unique urethane bumper system that completely surrounds the board. Thicker sections in the tip and tail combined with a special urethane formulation absorb incredible impact. For additional protection we covered the bottom with P-TEX, the same material used on ski bases. The top is rail to rail grip tape, the best money can buy. We even throw in the hardware for mounting your trucks and to top things off every board has a serial number so we know exactly when and how it was made.

A full line of decks will soon be available. All light, wide and strong. When you're ready to pay the price for high performance and advanced technology don't settle for second best. We never would. We're Kryptonics.

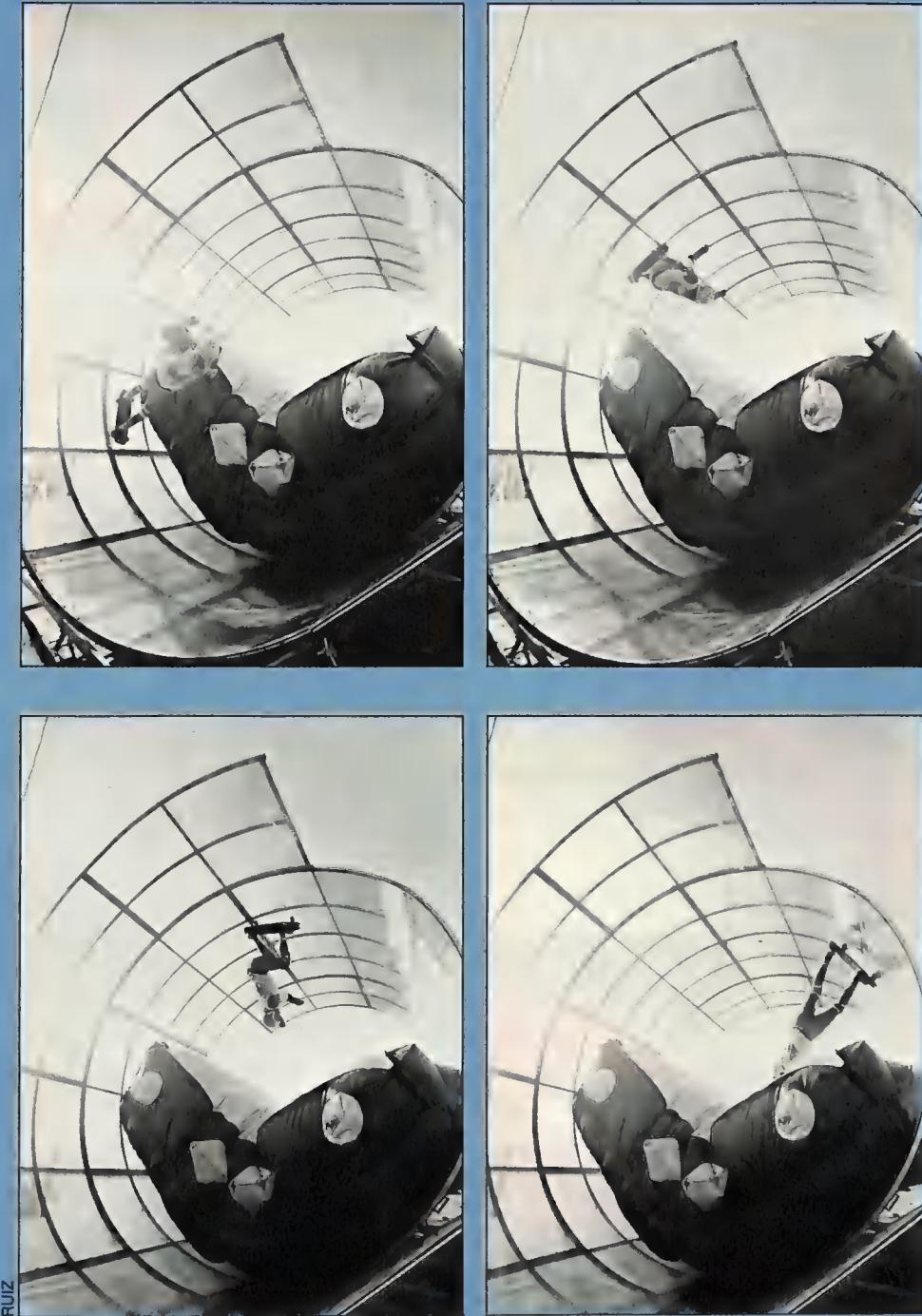
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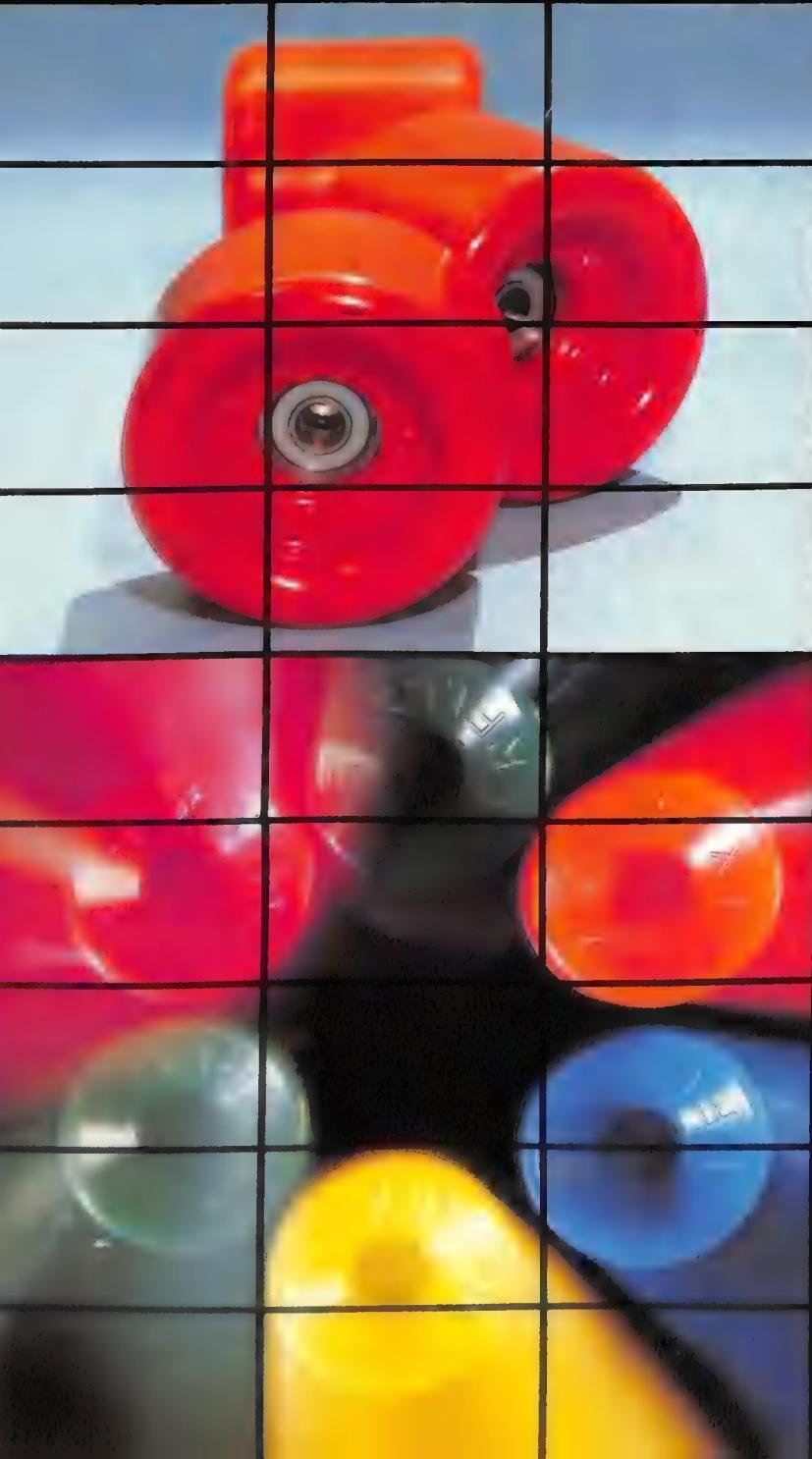
EXTRA



RUIZ

Duane Peters defies gravity and mass sensibilities during an early practice session on Skateboardmania's center attraction, the "Loop of Life." By press time, Duane had actually completed the full revolution (minus airbag, as during performances) on a number of separate occasions. Skateboardmania is an expensive multi-media production which will be touring the U.S. through Fall, 1979. More next issue.

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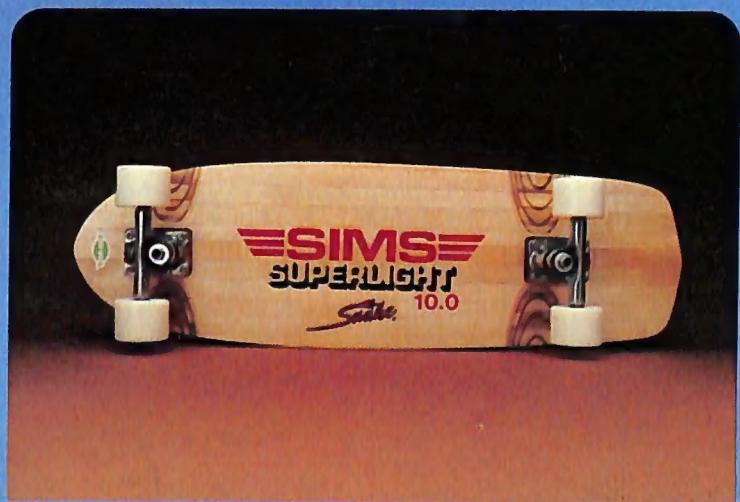
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